

PIN 10654.00

PIN 10210.00

WHITEFIELD-JEFFERSON

BEFORE SUBMITTING YOUR BID

- 1. Use pen and ink to complete the Bid.**
- 2. Have you signed and completed the Contract Agreement, Offer & Award Forms?**
- 3. As a minimum, the Bidder will submit a Bid Package consisting of the Notice to Contractors, the completed Acknowledgement of Bid Amendments & Submission of Bid Bond Validation Number form, the completed Schedule of Items, 2 copies of the completed Agreement, Offer, & Award form, a Bid Bond or Bid Guarantee, and any other Certifications or Bid Requirements listed in the Bid Book.**
- 4. Have you included prices for all Bid Items? (“Zero is not considered a bid price.”)**
- 5. Have you included a bid guarantee? Acceptable forms are:**
 - A. Bid Bond on the Department’s prescribed form for 5% of the Bid Amount. (Or forms that do not contain any significant variations from the Department’s forms as solely determined by the Department.)**
 - B. Official Bank Check, Cashier’s Check, Certified Check, U.S. Postal Money Order or Negotiable Certificate of Deposit in the amount stated in the Notice to Contractors.**
- 6. If the written Bid is to be sent, Federal Express overnight delivery is suggested as the package is delivered directly to the DOT Headquarters Building in Winthrop. Other means, such as U.S. Postal Services’ Express Mail has proven not to be reliable.**

AND FOR FEDERAL AID PROJECTS

- 7. Have you included your DBE Utilization commitment in the proper amounts and signed the DBE Certification?**

If you need further information regarding Bid preparation, call the DOT Contracts Section at (207)624-3430.

For complete specifications regarding bidding requirements, refer to Section 102 of the Maine Department of Transportation, Standard Specifications, Revision December 2002.

NOTICE

The Maine Department of Transportation is attempting to improve the way Bid Amendments/Addendums are handled, and allow for an electronic downloading of bid packages from our website, while continuing to maintain a planholders list.

Prospective bidders, subcontractors or suppliers who wish to download a copy of the bid package and receive a courtesy notification of project specific bid amendments, must provide an email address to Diane Barnes at the MDOT Contracts mailbox at: MDOT.contracts@maine.gov. Each bid package will require a separate request. Please provide us an email address, so we can maintain the planholders list that both the industry and MDOT uses.

Additionally, the new Acknowledgement of Bid Amendment form will be placed in MDOT bid packages beginning with the 2/12/03 advertisements. After that date, interested parties will be responsible for reviewing and retrieving the Bid Amendments from our web site, and acknowledging receipt and incorporating those Bid Amendments in their bids.

The downloading of bid packages from the MDOT website is not the same as providing an electronic bid to the Department. Electronic bids must be submitted via <http://www.BIDX.com>. For information on electronic bidding contract Rebecca Pooler at rebecca.pooler@maine.gov.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
Bid Guaranty-Bid Bond Form

KNOW ALL MEN BY THESE PRESENTS THAT_____

_____, of the City/Town of _____ and State of _____

as Principal, and _____ as Surety, a

Corporation duly organized under the laws of the State of _____ and having a usual place of

Business in _____ and hereby held and firmly bound unto the Treasurer of

the State of Maine in the sum of _____ for payment which Principal and Surety bind

themselves, their heirs, executors, administrators, successors and assigns, jointly and severally.

The condition of this obligation is that the Principal has submitted to the Maine Department of

Transportation, hereafter Department, a certain bid, attached hereto and incorporated as a

part herein, to enter into a written contract for the construction of _____

_____ and if the Department shall accept said bid

and the Principal shall execute and deliver a contract in the form attached hereto (properly

completed in accordance with said bid) and shall furnish bonds for this faithful performance of

said contract, and for the payment of all persons performing labor or furnishing material in

connection therewith, and shall in all other respects perform the agreement created by the

acceptance of said bid, then this obligation shall be null and void; otherwise it shall remain in full

force, and effect.

Signed and sealed this _____ day of _____ 20_____

WITNESS:

WITNESS

PRINCIPAL:

By _____

By: _____

By: _____

SURETY:

By _____

By: _____

Name of Local Agency: _____

NOTICE

For security and other reasons, all Bid Packages which are mailed, shall be provided in double (one envelope inside the other) envelopes. The *Inner Envelope* shall have the following information provided on it:

Bid Enclosed - Do Not Open

PIN:

Town:

Date of Bid Opening:

Name of Contractor with mailing address and telephone number:

In Addition to the usual address information, the *Outer Envelope* should have written or typed on it:

Double Envelope: Bid Enclosed

PIN:

Town:

Date of Bid Opening:

Name of Contractor:

This should not be much of a change for those of you who use Federal Express or similar services.

Hand-carried Bids may be in one envelope as before, and should be marked with the following information:

Bid Enclosed: Do Not Open

PIN:

Town:

Name of Contractor:

INSTRUCTIONS FOR PREPARING THE CONTRACTOR'S DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION PLAN

The Contractor Shall:

1. Submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan to the Contract's Engineer by 4:30 P.M. on the Bid day.
2. Extend equal opportunity to MDOT certified DBE firms (as listed in MDOT's DBE Directory of Certified Businesses) in the selection and utilization of Subcontractors and Suppliers.

SPECIFIC INSTRUCTIONS FOR COMPLETING THE FORM:

Insert Contractor name, the name of the person(s) preparing the form, and that person(s) telephone and fax number.

Provide total Bid price, Federal Project Identification Number, and location of the Project work.

In the columns, name each DBE firm to be used, provide the Unit or Item cost of the Work/Product to be provided by the DBE firm, give a brief description of the Work, and the dollar value of the Work.

If no DBE firm is to be utilized, the Contractor must document the reason(s) why no DBE firms are being used. Specific supporting evidence of good faith efforts taken by Contractors to solicit DBE Bidders must be attached. This evidence, as a minimum, includes phone logs, e-mail and/or mail DBE solicitation records, and the documented results of these solicitations.

NOTICE

The Department has revised the Disadvantaged Business Enterprise Proposed Utilization form and the procedure that has been used for the past several months for Contractors to submit the form.

The Apparent Low Bidder now must submit the form by close of Business (4:30 P.M.) on Bid day.

The new Contractor's Disadvantaged Business Enterprise Proposed Utilization Plan form contains additional information that is required by USDOT.

The Disadvantaged Business Enterprise Proposed Utilization Plan form will no longer be used. The new Contractor's Disadvantaged Business Enterprise Proposed Utilization Plan form must be used.

A copy of the new Contractor's Disadvantaged Business Enterprise Proposed Utilization Plan and instructions for completing it are attached.

Note: Questions about DBE firms, or to obtain a printed copy of the DBE Directory, contact Equal Opportunity at (207) 624-3066.

MDOT's DBE Directory of Certified firms can also be obtained at http://www.state.me.us/mdot/humnres/o_equalo/cdwbed_h.htm

NOTICE

Bidders:

Please use the attached “Request for Information” form when faxing questions and comments concerning specific Contracts that have been Advertised for Bid. Include additional numbered pages as required.

REQUEST FOR INFORMATION

Response By:_____ Date:_____

CONTRACTOR'S DISADVANTAGED BUSINESS ENTERPRISE PROPOSED UTILIZATION PLAN

Low Bidder shall furnish completed form to Contracts Section by 4:30 P.M. on Bid Opening day.

TO: MDOT Contracts Section
16 State House Station,
Augusta, Me 04333-0016
or
Fax: 207-624-3431

Contractor: _____

Prepared by: _____

Telephone: _____ Fax: _____

BID PRICE: \$ _____ FEDERAL PROJECT # _____ LOCATION: _____

TOTAL DBE PARTICIPATION AS A PERCENT OF TOTAL BID PRICE = _____ %

DBE Firm*	Unit/Item Cost	Unit #	Description of work & Item Number	Actual \$ Value
Total >				

If no DBE firm(s) are used, bidder must document efforts made to secure DBE participation and attach supporting evidence of this effort:

_____.

Examples: Bidder relies wholly upon low quote subcontractor section, DBE firm(s) were not low quote.
No DBE firms bid.

*Only DBE firms certified by MDOT prior to bidding can be utilized by Contractor for DBE credit.
Directory of certified DBEs is available on MDOT's website: www.state.me.us/mdot

Equal Opportunity Use:

Plan received ____/____/____ Verified by: _____ Action: _____



Office of Human Resources

Equal Opportunity

MAINE DEPARTMENT OF TRANSPORTATION

Certified Disadvantaged and Women Business Enterprise

DBE DIRECTORY - MINORITY OWNED

WBE DIRECTORY - WOMEN OWNED

WEBSITE FOR DIRECTORY CAN BE FOUND AT:

http://www.state.me.us/mdot/humnres/o_equalo/cdwbed_h.htm

It is the responsibility of the Contractor to access the DBE Directory at this site in order to have the most current listings.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION NOTICE TO CONTRACTORS

Sealed Bids addressed to the Maine Department of Transportation, Augusta, Maine 04333 and endorsed on the wrapper "Bid for the **Hot Mix Asphalt Overlay, Plant Mix Recycled Asphalt Pavement, Full Construction Areas, Drainage and Safety Improvements**, in the towns of **Whitefield and Jefferson** will be received from contractors at the Reception Desk, Maine DOT Building, Child Street, Augusta, Maine, until 11:00 o'clock A.M. (prevailing time) on **October 29, 2003**, and at that time and place publicly opened and read. Bids will be accepted from contractors prequalified by the Department of Transportation for highway construction and paving projects. All other Bids may be rejected. **MDOT provides the option of electronic bidding. We accept electronic bids for those bid packages posted on the bidx.com website. Electronic bids do not have to be accompanied by paper bids. Please note: the Department will accept a facsimile of the bid bond; however, the original bid bond must then be received at the MDOT Contract Section within 72 hours of the bid opening.** Until further notice, dual bids (one paper, one electronic) will be accepted, with the paper copy taking precedence.

Description: Maine Federal Aid Project No. 10210.00, PIN 10210.00; STP-1065(400)X, PIN 10654.00

Location: In Lincoln County, project 10210.00 is located on route 126 and begins at the Whitefield/Pittston town line and extends easterly to 0.02 km (0.01 mi) easterly of the southerly intersection of route 218 then skip 2.06 km (1.28 mi) and continuing easterly 2.44 km (1.52 mi) to the northern intersection of route 126 and 215. Project STP-1065(400)X is located on route 126 and begins 0.02 km (0.01 mi) easterly of the southern intersection of route 126 and 218 and extends easterly 2.06 km (1.28 mi).

Outline of Work: Hot Mix Asphalt Overlay, Plant Mix Recycled Asphalt Pavement, Excavation, Gravel, Drainage and Safety Improvements and other incidental work.

For general information regarding Bidding and Contracting procedures, contact Bruce Carter at (207)624-3430. Our webpage at <http://www.state.me.us/mdot/project/design/homepg.htm> contains a copy of the schedule of items, Plan Holders List, written portions of bid amendments (not drawings), and bid results. For Project-specific information fax all questions to **James Andrews** at (207)624-3401. Questions received after 12:00 noon of Monday prior to bid date will not be answered. Bidders shall not contact any other Departmental staff for clarification of Contract provisions, and the Department will not be responsible for any interpretations so obtained. Hearing impaired persons may call the Telecommunication Device for the Deaf at (207)287-3392.

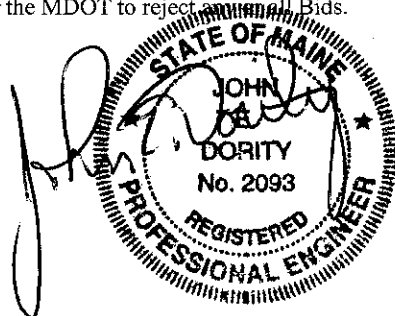
Plans, specifications and bid forms may be seen at the Maine DOT Building in Augusta, Maine. They may be purchased from the Department between the hours of 8:00 a.m. to 4:30 p.m. by cash, credit card (Visa/Mastercard) or check payable to Treasurer, State of Maine sent to Maine Department of Transportation, Attn: Mailroom, 16 State House Station, Augusta, Maine 04333-0016. They also may be purchased by telephone at (207)624-3536 between the hours of 8:00 a.m. to 4:30 p.m. Bid Book \$10 (\$13 by mail), payment in advance, all non-refundable.

Each Bid must be made upon blank forms provided by the Department and must be accompanied by a bid bond at 5% of the bid amount or an official bank check, cashier's check, certified check, certificate of deposit, or United States postal money order in the amount of **\$80,000** payable to Treasurer, State of Maine as a Bid guarantee. A Contract Performance Surety Bond and a Contract Payment Surety Bond, each in the amount of 100 percent of the Contract price, will be required of the successful Bidder.

This Contract is subject to all applicable Federal Laws. This contract is subject to compliance with the Disadvantaged Business Enterprise program requirements as set forth by the Maine Department of Transportation.

All work shall be governed by "State of Maine, Department of Transportation, Standard Specifications, Revision of December 2002", price \$10 [\$13 by mail], and Standard Details, Revision of December 2002, price \$20 [\$25 by mail] Standard Detail updates can be found at <http://www.state.me.us/mdot/project/design/homepg.htm>
The right is hereby reserved the MDOT to reject ~~any~~ ^{all} Bids.

Augusta, Maine
October 8, 2003



JOHN E. DORITY
CHIEF ENGINEER

**SPECIAL PROVISION 102.7.3
ACKNOWLEDGMENT OF BID AMENDMENTS
&
SUBMISSION OF BID BOND VALIDATION NUMBER (IF APPLICABLE)**

With this form, the Bidder acknowledges its responsibility to check for all Amendments to the Bid Package. For each Project under Advertisement, Amendments are located at <http://www.state.me.us/mdot/project/design/schedule.htm>. It is the responsibility of the Bidder to determine if there are Amendments to the Project, to download them, and to incorporate them into their Bid Package. The Maine DOT will not post Bid Amendments any later than noon the day before Bid opening.

Amendment Number	Date

The Contractor, for itself, its successors and assigns, hereby acknowledges that it has received all of the above referenced Amendments to the Bid Package. Failure to acknowledge receipt of all Amendments to the Bid Package will be considered a Non-curable Bid Defect in accordance with Section 102.11.1 of the Standard Specifications, Revision of December 2002.

CONTRACTOR

Date

Signature of authorized representative

(Name and Title Printed)

Bid Bond Validation Number _____
(Applicable to annual bid bonds or electronic bid bonds.)

MAINE DEPARTMENT OF TRANSPORTATION

BID

DATE OF OPENING :

CALL ORDER :

CONTRACT ID : 010210.00

PROJECTS

010210.00

STP-1065(400)X

COUNTY : LINCOLN

SCHEDULE OF ITEMS

DATE: 031006

REVISED:

CONTRACT ID: 010210.00

PROJECT(S): 010210.00

STP-1065(400)X

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
SECTION 0001 HIGHWAY ITEMS						
0010	201.23 REMOVING SINGLE TREE TOP ONLY	6.000 EA				
0020	201.24 REMOVING STUMP	6.000 EA				
0030	202.202 REMOVING PAVEMENT SURFACE	350.000 M2				
0040	202.203 PAVEMENT BUTT JOINTS	486.000 M2				
0050	203.2001 COMMON EXCAVATION - PLAN QUANTITY	10320.000 M3				
0060	203.21 ROCK EXCAVATION	300.000 M3				
0070	203.25 GRANULAR BORROW	5380.000 M3				
0080	204.41 REHABILITATION OF EXISTING SHOULDERS, PLAN QUANTITY	18321.000 M2				
0090	211.21 INSLOPE REHABILITATION	1300.000 M				
0100	211.22 INSLOPE EXCAVATION - GUARDRAIL	369.000 M				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 010210.00

PROJECT(S): 010210.00

STP-1065(400)X

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0110	211.30 DITCH EXCAVATION	6541.000				
		M				
0120	211.40 NEW DITCH EXCAVATION	2070.000				
		M				
0130	304.103 AGGREGATE SUBBASE - GRAVEL (TRUCK MEASURE)	300.000				
		M3				
0140	304.104 AGGREGATE SUBBASE COURSE - GRAVEL (PLAN QUANTITY)	21200.000				
		M3				
0150	310.23 PLANT MIX RECYCLED ASPHALT PAVEMENT - 75 MM DEPTH	67460.000				
		M2				
0160	403.209 HOT MIX ASPHALT 9.5 MM(SIDEWALKS, DRIVES, INCIDENTAL)	129.320				
		MG				
0170	403.210 HOT MIX ASPHALT 9.5 MM NOMINAL MAX SIZE	7590.000				
		MG				
0180	403.211 HOT MIX ASPHALT (SHIM)	2400.000				
		MG				
0190	403.213 HOT MIX ASPHALT 12.5 MM, BASE	6430.000				
		MG				
0200	409.15 BITUMINOUS TACK COAT APPLIED	15500.000				
		L				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 010210.00

PROJECT(S): 010210.00

STP-1065(400)X

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0210	411.09 UNTREATED AGGREGATE SURFACE COURSE	130.000 M3				
0220	603.16 375 MM CULVERT PIPE OPTION I	340.000 M				
0230	603.17 450 MM CULVERT PIPE OPTION I	50.000 M				
0240	603.179 450 MM CULVERT PIPE OPTION III	570.000 M				
0250	603.199 600 MM CULVERT PIPE OPTION III	42.500 M				
0260	603.219 900 MM CULVERT PIPE OPTION III	40.000 M				
0270	605.09 150 MM UNDERDRAIN TYPE B	20.000 M				
0280	606.1722 BRIDGE TRANSITION - TYPE 2	4.000 EA				
0290	606.178 GUARDRAIL BEAM	11.400 M				
0300	606.23 GUARDRAIL TYPE 3C - SINGLE RAIL	206.000 M				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 010210.00

PROJECT(S): 010210.00

STP-1065(400)X

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0310	606.231 GUARDRAIL TYPE 3C - 4.5 M RADIUS AND LESS	8.000 M				
0320	606.232 GUARDRAIL TYPE 3C - OVER 4.5 M RADIUS	8.000 M				
0330	606.265 TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	2.000 EA				
0340	606.35 GUARDRAIL DELINEATOR POST	12.000 EA				
0350	606.47 SINGLE WOOD POST	30.000 EA				
0360	606.51 MULTIPLE MAILBOX SUPPORT	2.000 EA				
0370	606.754 WIDEN SHOULDER FOR 350 END TREATMENT	5.000 EA				
0380	606.79 GUARDRAIL 350 FLARED TERMINAL	5.000 EA				
0390	607.10 BARBED WIRE FENCE - WOOD POSTS	100.000 M				
0400	609.31 CURB TYPE 3	176.000 M				
0410	609.311 SPECIAL CURB - CAPE COD DESIGN	488.000 M				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 010210.00

PROJECT(S): 010210.00

STP-1065(400)X

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0420	610.08 PLAIN RIPRAP	20.400				
		M3				
0430	610.18 STONE DITCH PROTECTION	500.000				
		M3				
0440	613.319 EROSION CONTROL BLANKET	10962.000				
		M2				
0450	615.07 LOAM	75.000				
		M3				
0460	618.1401 SEEDING METHOD NUMBER 2 - PLAN QUANTITY	550.000				
		UN				
0470	619.1201 MULCH - PLAN QUANTITY	550.000				
		UN				
0480	620.58 EROSION CONTROL GEOTEXTILE	2100.000				
		M2				
0490	621.025 EVERGREEN TREES (900 MM - 1200 MM) GROUP	18.000				
	A	EA				
0500	621.026 EVERGREEN TREES (900 MM - 1200 MM) GROUP	12.000				
	B	EA				
0510	621.126 SMALL DECIDUOUS TREES (1800 MM - 2400 MM) GROUP A	6.000				
		EA				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 010210.00

PROJECT(S): 010210.00

STP-1065(400)X

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0520	621.178 MEDIUM DECIDUOUS TREES (1800 MM - 2400 MM) GROUP A	7.000 EA				
0530	621.546 DECIDUOUS SHRUBS (600 MM - 900 MM) GROUP A	12.000 EA				
0540	627.76 TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	LUMP	LUMP			
0550	629.05 HAND LABOR, STRAIGHT TIME	50.000 HR				
0560	631.111 TRACTOR MOUNTED HYDRAULIC HAMMER	30.000 HR				
0570	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	50.000 HR				
0580	631.131 SMALL BULLDOZER-GRADER (INCLUDING OPERATOR)	10.000 HR				
0590	631.14 GRADER (INCLUDING OPERATOR)	25.000 HR				
0600	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	100.000 HR				
0610	631.18 CHAIN SAW RENTAL (INCLUDING OPERATOR)	40.000 HR				
0620	631.32 CULVERT CLEANER (INCLUDING OPERATOR)	20.000 HR				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 010210.00

PROJECT(S): 010210.00

STP-1065(400)X

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0630	639.19 FIELD OFFICE TYPE B	1.000 EA				
0640	652.38 FLAGGER	10000.000 HR				
0650	652.39 WORK ZONE TRAFFIC CONTROL	LUMP	LUMP			
0660	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP	LUMP			
0670	658.20 ACRYLIC LATEX COLOR FINISH, GREEN	11.500 M2				
0680	659.10 MOBILIZATION	LUMP	LUMP			
0690	660.21 ON-THE-JOB TRAINING (BID)	2000.000 HR				
	SECTION 0001 TOTAL					
	TOTAL BID					

CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street, Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and

_____ a corporation or other legal entity organized under the laws of the State of Maine, with its principal place of business located at _____

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, **PIN No. 10210.00; STP-1065(400)X, PIN 10654.00, for the Hot Mix Asphalt Overlay, Plant Mix Recycled Asphalt Pavement, Full Construction Areas, Drainage and Safety Improvements** in the towns of **Whitefield and Jefferson, County of Lincoln, Maine**. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before **September 3, 2004**. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, Revision of December 2002.

C. Price.

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is _____

\$_____ Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. Contract.

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, Revision of December 2002, Standard Details Revision of December 2002 as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. Certifications.

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in Appendix A to Division 100 of the Standard Specifications Revision of December 2002 (Federal Contract Provisions Supplement), and the Contract are still complete and accurate as of the date of this Agreement.
2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.
3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

F. Offer.

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications Revision of December 2002, Standard Details Revision of December 2002 as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of: **PIN No. 10210.00; STP-1065(400)X, PIN 10654.00, for the Hot Mix Asphalt Overlay, Plant Mix Recycled Asphalt Pavement, Full Construction Areas, Drainage and Safety Improvements** in the towns of **Whitefield and Jefferson, County of Lincoln**, State of Maine, on which bids will be received until the time specified in the "Notice to Contractors" do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached "Schedule of Items".

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached "Schedule of Items" in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached "Schedule of Items", which may be ordered by the Resident, and to accept as full compensation the amount determined upon a "Force Account" basis as provided in the Standard Specifications, Revision of December 2002, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier's check, certificate of deposit or U. S. Postal Money Order in the amount given in the "Notice to Contractors", payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work on the date specified in the Engineer's "Notice to Commence Work" as stated in Section 107.2 of the Standard Specifications Revision of December 2002 and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: The Contractor will be bound to the Disadvantaged Business Enterprise (DBE) Requirements contained in the attached Notice (Additional Instructions to Bidders) and submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan by 4:30pm on the day of bid opening to the Contracts Engineer.

Fifth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

Date

(Signature of Legally Authorized Representative
of the Contractor)

Witness

(Name and Title Printed)

G. Award.

Your offer is hereby accepted.
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

Date

By: David A. Cole, Commissioner

Witness

CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street, Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and

_____ a corporation or other legal entity organized under the laws of the State of Maine, with its principal place of business located at _____

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, **PIN No. 10210.00; STP-1065(400)X, PIN 10654.00, for the Hot Mix Asphalt Overlay, Plant Mix Recycled Asphalt Pavement, Full Construction Areas, Drainage and Safety Improvements** in the towns of **Whitefield and Jefferson, County of Lincoln, Maine**. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before **September 3, 2004**. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, Revision of December 2002.

C. Price.

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is _____

\$_____ Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. Contract.

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, Revision of December 2002, Standard Details Revision of December 2002 as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. Certifications.

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in Appendix A to Division 100 of the Standard Specifications Revision of December 2002 (Federal Contract Provisions Supplement), and the Contract are still complete and accurate as of the date of this Agreement.
2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.
3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

F. Offer.

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications Revision of December 2002, Standard Details Revision of December 2002 as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of: **PIN No. 10210.00; STP-1065(400)X, PIN 10654.00, for the Hot Mix Asphalt Overlay, Plant Mix Recycled Asphalt Pavement, Full Construction Areas, Drainage and Safety Improvements** in the towns of **Whitefield and Jefferson, County of Lincoln**, State of Maine, on which bids will be received until the time specified in the "Notice to Contractors" do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached "Schedule of Items".

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached "Schedule of Items" in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached "Schedule of Items", which may be ordered by the Resident, and to accept as full compensation the amount determined upon a "Force Account" basis as provided in the Standard Specifications, Revision of December 2002, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier's check, certificate of deposit or U. S. Postal Money Order in the amount given in the "Notice to Contractors", payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work on the date specified in the Engineer's "Notice to Commence Work" as stated in Section 107.2 of the Standard Specifications Revision of December 2002 and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: The Contractor will be bound to the Disadvantaged Business Enterprise (DBE) Requirements contained in the attached Notice (Additional Instructions to Bidders) and submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan by 4:30pm on the day of bid opening to the Contracts Engineer.

Fifth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

Date

(Signature of Legally Authorized Representative
of the Contractor)

Witness

(Name and Title Printed)

G. Award.

Your offer is hereby accepted.
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

Date

By: David A. Cole, Commissioner

Witness

CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at 1705 U.S. Route 202, Winthrop, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and (Name of the firm bidding the job) a corporation or other legal entity organized under the laws of the State of Maine, with its principal place of business located at (address of the firm bidding the job)

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, PIN No. 1224.00, for the Hot Mix Asphalt Overlay in the town/city of West Eastport, County of Washington, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before November 15, 2003. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, Revision of December 2002.

C. Price.

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is (Place bid here in alphabetical form such as One Hundred and Two dollars and 10 cents)
\$ (repeat bid here in numerical terms, such as \$102.10) Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. Contract.

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, Revision of December 2002, Standard Details Revision of December 2002, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. Certifications.

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in Appendix A to Division 100 of the Standard Specifications Revision of December 2002 (Federal Contract Provisions Supplement), and the Contract are still complete and accurate as of the date of this Agreement.
2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.
3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

F. Offer.

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications, Revision of December 2002, Standard Details Revision of December 2002, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of:

PIN 1234.00 West Eastport, Hot Mix Asphalt Overlay

State of Maine, on which bids will be received until the time specified in the "Notice to Contractors" do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached "Schedule of Items".

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached "Schedule of Items" in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached "Schedule of Items", which may be ordered by the Resident, and to accept as full compensation the amount determined upon a "Force Account" basis as provided in the Standard Specifications, Revision of December 2002, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier's check, certificate of deposit or U. S. Postal Money Order in the amount given in the "Notice to Contractors", payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work on the date specified in the Engineer's "Notice to Commence Work" as stated in Section 107.2 of the Standard Specifications Revision of 2002 and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: The Contractor will be bound to the Disadvantaged Business Enterprise (DBE) Requirements contained in the attached Notice (Additional Instructions to Bidders) and submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan by 4:30pm on the day of bid opening to the Contracts Engineer.

Fifth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents

Date

(Witness Sign Here)
Witness

CONTRACTOR
(Sign Here)

(Signature of Legally Authorized Representative
of the Contractor)

(Print Name Here)
(Name and Title Printed)

G. Award.

Your offer is hereby accepted.
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

Date

By: David A. Cole, Commissioner

(Witness)

BOND # _____

CONTRACT PERFORMANCE BOND
(Surety Company Form)

KNOW ALL MEN BY THESE PRESENTS: That _____
_____ **and the State of** _____, as principal,
and _____,
a corporation duly organized under the laws of the State of _____ and having a
usual place of business _____,
as Surety, are held and firmly bound unto the Treasurer of the State of Maine in the sum
of _____ **and 00/100 Dollars (\$** _____ **)**,
to be paid said Treasurer of the State of Maine or his successors in office, for which
payment well and truly to be made, Principal and Surety bind themselves, their heirs,
executors and administrators, successors and assigns, jointly and severally by these
presents.

The condition of this obligation is such that if the Principal designated as Contractor in
the Contract to construct Project Number _____ in the Municipality of _____
promptly and faithfully performs the Contract, then this
obligation shall be null and void; otherwise it shall remain in full force and effect.

The Surety hereby waives notice of any alteration or extension of time made by the State
of Maine.

Signed and sealed this _____ day of _____, 20....

WITNESSES:

SIGNATURES:

CONTRACTOR:

Signature.....

.....

Print Name Legibly

Print Name Legibly

SURETY:

Signature

.....

Print Name Legibly

Print Name Legibly

SURETY ADDRESS:

NAME OF LOCAL AGENCY:

ADDRESS

.....

.....

.....

.....

TELEPHONE.....

.....

BOND # _____

CONTRACT PAYMENT BOND
(Surety Company Form)

KNOW ALL MEN BY THESE PRESENTS: That _____
_____ **and the State of** _____, as principal,
and _____
a corporation duly organized under the laws of the State of _____ and having a
usual place of business in _____,
as Surety, are held and firmly bound unto the Treasurer of the State of Maine for the use
and benefit of claimants as herein below defined, in the sum of
_____ **and 00/100 Dollars (\$** _____ **)**
for the payment whereof Principal and Surety bind themselves, their heirs, executors and
administrators, successors and assigns, jointly and severally by these presents.

The condition of this obligation is such that if the Principal designated as Contractor in
the Contract to construct Project Number _____ in the Municipality of
_____ promptly satisfies all claims and demands incurred for all
labor and material, used or required by him in connection with the work contemplated by
said Contract, and fully reimburses the obligee for all outlay and expense which the
obligee may incur in making good any default of said Principal, then this obligation shall
be null and void; otherwise it shall remain in full force and effect.

A claimant is defined as one having a direct contract with the Principal or with a
Subcontractor of the Principal for labor, material or both, used or reasonably required for
use in the performance of the contract.

Signed and sealed this _____ day of _____, 20 .. .

WITNESS:

SIGNATURES:

CONTRACTOR:

Signature.....

Print Name Legibly

SURETY:

Signature.....

Print Name Legibly

SURETY ADDRESS:

NAME OF LOCAL AGENCY:

ADDRESS

.....

TELEPHONE

SPECIAL PROVISION PARTNERING

The successful bidder will have the opportunity to enter into a cooperative partnership agreement with the State Department of Transportation for the contract. The objective of this agreement is the effective completion of the work on time and to the standard of quality that will be a source of pride to both the State and the Contractor. The partnering agreement will not affect the terms of the contract. It is intended only to establish an environment of cooperation between the parties. If the partnering agreement is accepted.

1. Contractor shall select and provide a third-party facilitator to conduct the team building workshop for the Contractor and Department personnel. Facilitator selection shall require Department concurrence. The cost for the facilitator and his associated expenses will be shared equally by the Department on the next monthly estimate, following receipt of invoice(s) from the Contractor, on an extra work basis.
2. Contractor and Department will exchange lists of the key personnel to be participants in the workshop. The list will contain the name and job title of each person, a contact phone number, and the address for job related correspondence.
3. The Contractor shall select the location and make all arrangements for space as required by facilitator, and for any meals required. This cost to be shared equally.
4. A working arrangement for the partnership will be agreed upon in writing at the workshop. The arrangement will set out the mutually recognized goals and expectation of the parties.
5. The Contractor and the Department agree to make an effort to maintain identified key personnel assigned to the work for its duration. A timely notice by each shall be given if changes by either must be made.
6. Project issues shall be processed in the manner agreed upon by the parties during the orientation.
7. Follow-up workshops may be held periodically throughout the duration of the contract as agreed by the Contractor and the Department.
8. The Partnering Agreement is not intended to be a legal document. Failure by either party to follow the process identified will not be grounds for any claim under the contract.
9. ARE YOU INTERESTED IN THIS OPPORTUNITY? YES _____ NO _____

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



Whitefield-Jefferson
LINCOLN COUNTY
RTE 126

PIN 10210.00

PROJECT LENGTH : 9.32 km (5.79 mi)

COLLECTOR HIGHWAY IMPROVEMENT PROJECT

STP 1065(400)X

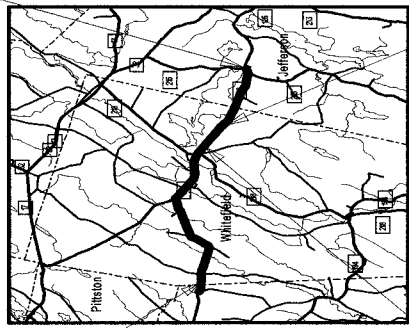
PROJECT LENGTH : 2.06 km (1.28 mi)

LEVEL 2

PIN 10210.00

Begin Project Sta 10+240

End Project Sta 21+620

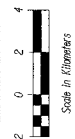


STP 1065(400)X

Begin Project Sta 17+120

End Project Sta 19+180

LOCATION MAP



PIN 10210.00
Begin Project
Sta 10+240

HOT MIX ASPHALT OVERLAY,
PLANT MIX RECYCLED
ASPHALT PAVEMENT,
SHOULDER REHABILITATION,
DRAINAGE AND SAFETY
IMPROVEMENTS

Pittston/Witefield TL
Sta 10+040

Hunts Meadow Rd
Sta 10+560

Rooney Lane
Sta 11+860

Townhouse Rd

Sta 17+100

Libby Lane
Sta 12+720

Cooper Rd
Sta 14+660

Vigue Rd
Sta 15+240

Begin STP-1065(400)X
Sta 17+120

End STP-1065(400)X
Sta 19+180

Whitefield/Jefferson TL
Sta 19+660

PIN 10210.00
End Project
Sta 21+620

Old Madden Rd

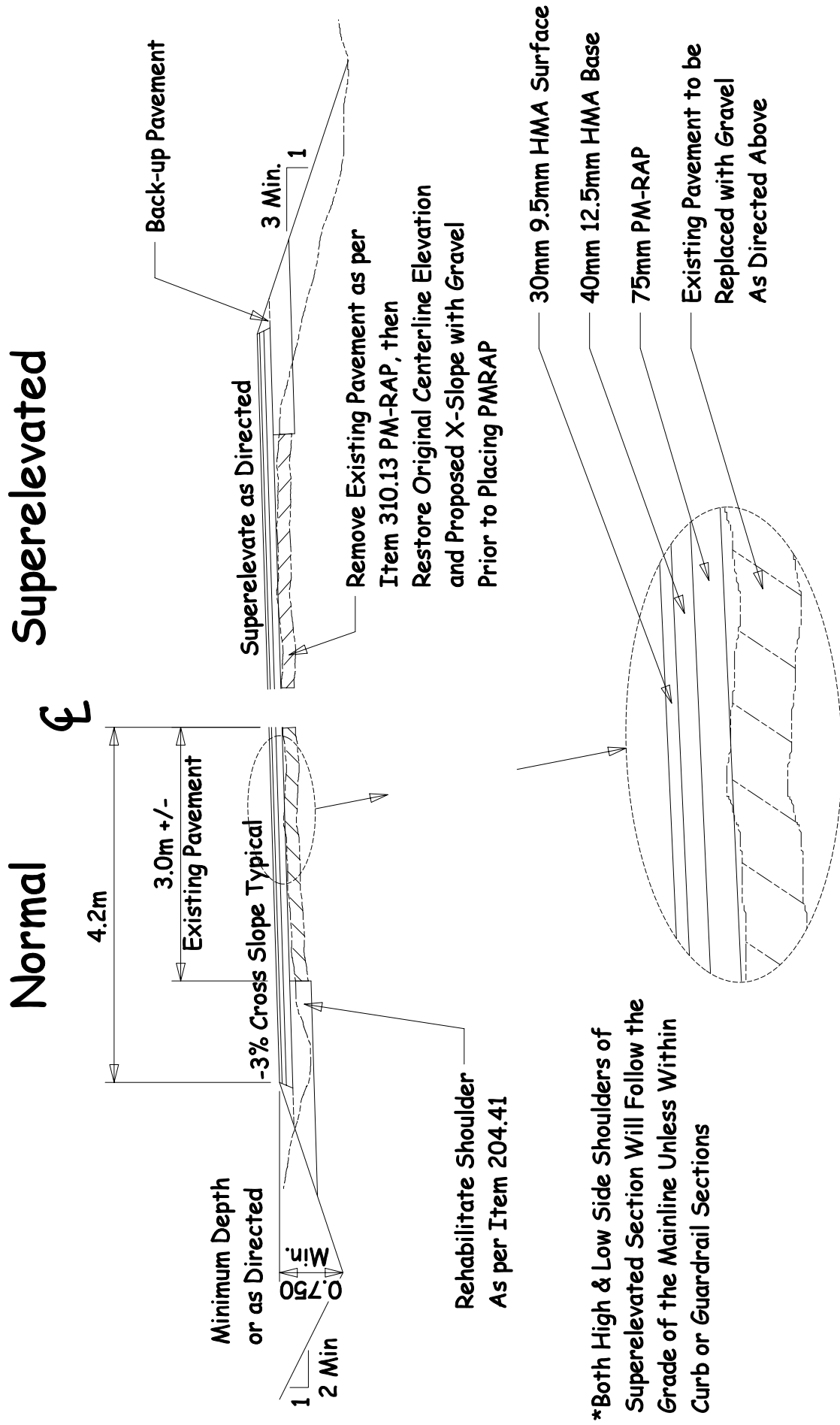
TRAFFIC DATA	SEC 1	SEC 2	SEC 3	SEC 4
Current (2000) AADT	1000	1110	2120	1500
Future (2010) AADT	1250	1390	2540	1800
Design Hour Volume	125	139	254	180
DIRV - % of AADT	12%	13%	11%	11%
% Heavy Trucks (ADT)	18%	16%	8%	12%
% Heavy Trucks (ADT)	14%	12%	6%	9%
Directional Distribution (DIRV)	70%	70%	70%	70%
80 KN Equivalent F 2.0	59	59	50	58
80 KN Equivalent F 2.5	58	58	49	57
Design Speed (km/h)	X	X	X	X

PROJECT INFORMATION	PROJECT NUMBER	DATE
PROJECT NAME	PROJECT NUMBER	DATE
PROJECT LOCATION	PROJECT NUMBER	DATE
PROJECT DESCRIPTION	PROJECT NUMBER	DATE
PROJECT STATUS	PROJECT NUMBER	DATE
PROJECT COMMENTS	PROJECT NUMBER	DATE
PROJECT SIGNATURE	PROJECT NUMBER	DATE
PROJECT REVIEWER	PROJECT NUMBER	DATE
PROJECT APPROVAL	PROJECT NUMBER	DATE
PROJECT CLOSURE	PROJECT NUMBER	DATE
PROJECT ARCHIVE	PROJECT NUMBER	DATE
PROJECT DELETED	PROJECT NUMBER	DATE

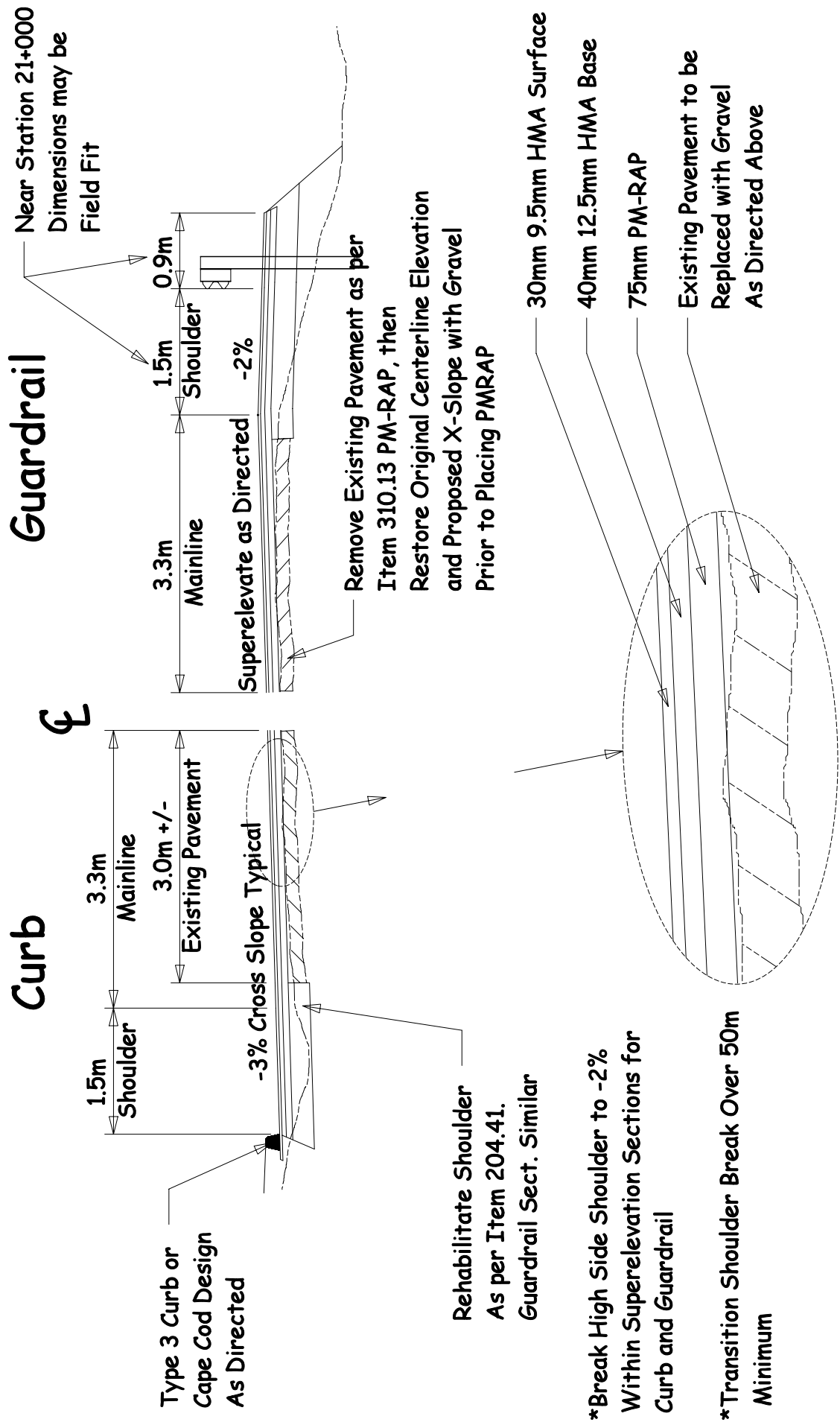
Pittston-Whitefield-Jefferson	RTE 126	TITLE SHEET
STP-1065(400)X	PIN 10210.00	PIN 10654.00

SHEET NUMBER	1
--------------	---

No Alignment Changes - PMRAP



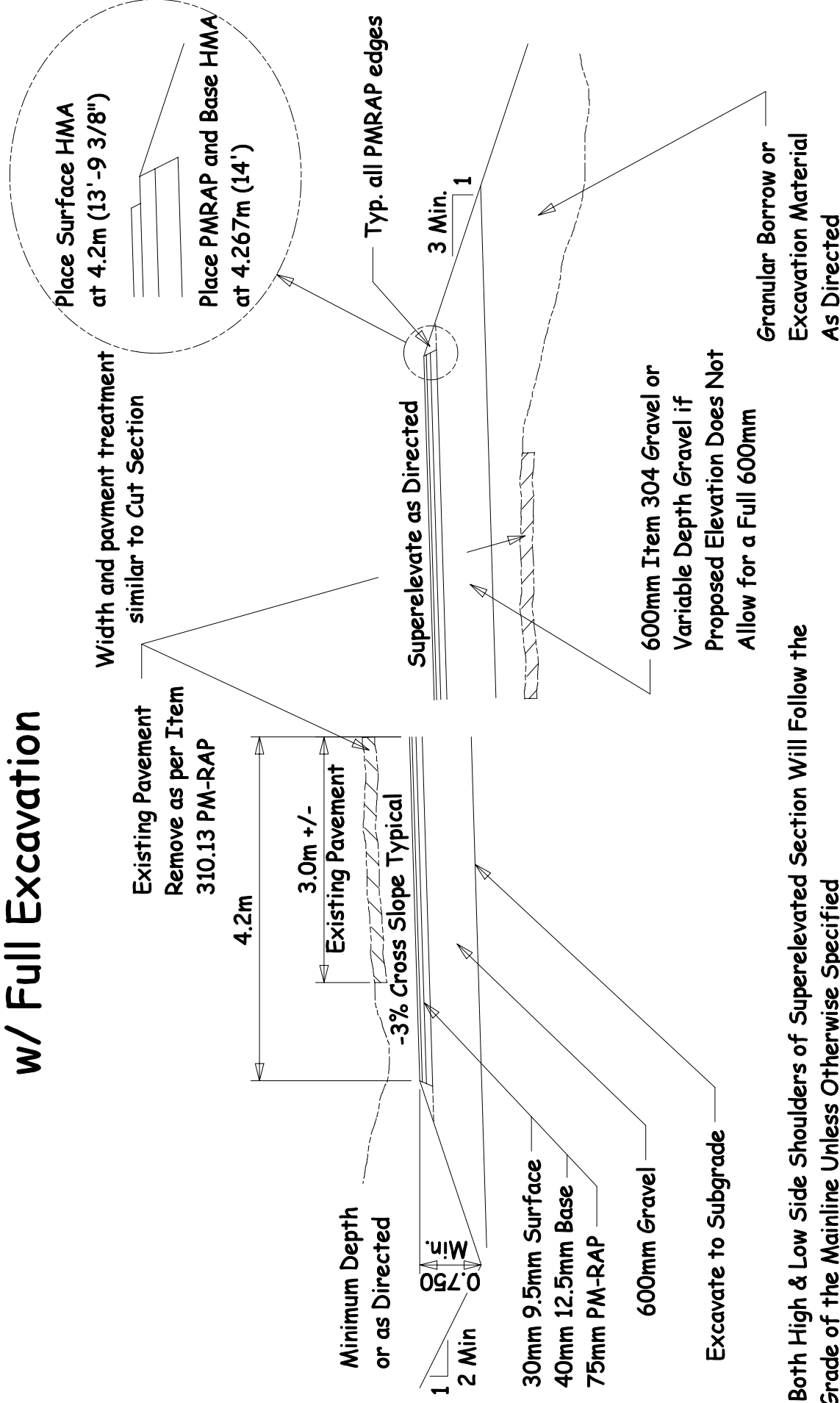
No Alignment Changes - PMRAP



Vertical Alignment Changes Only - PMRAP

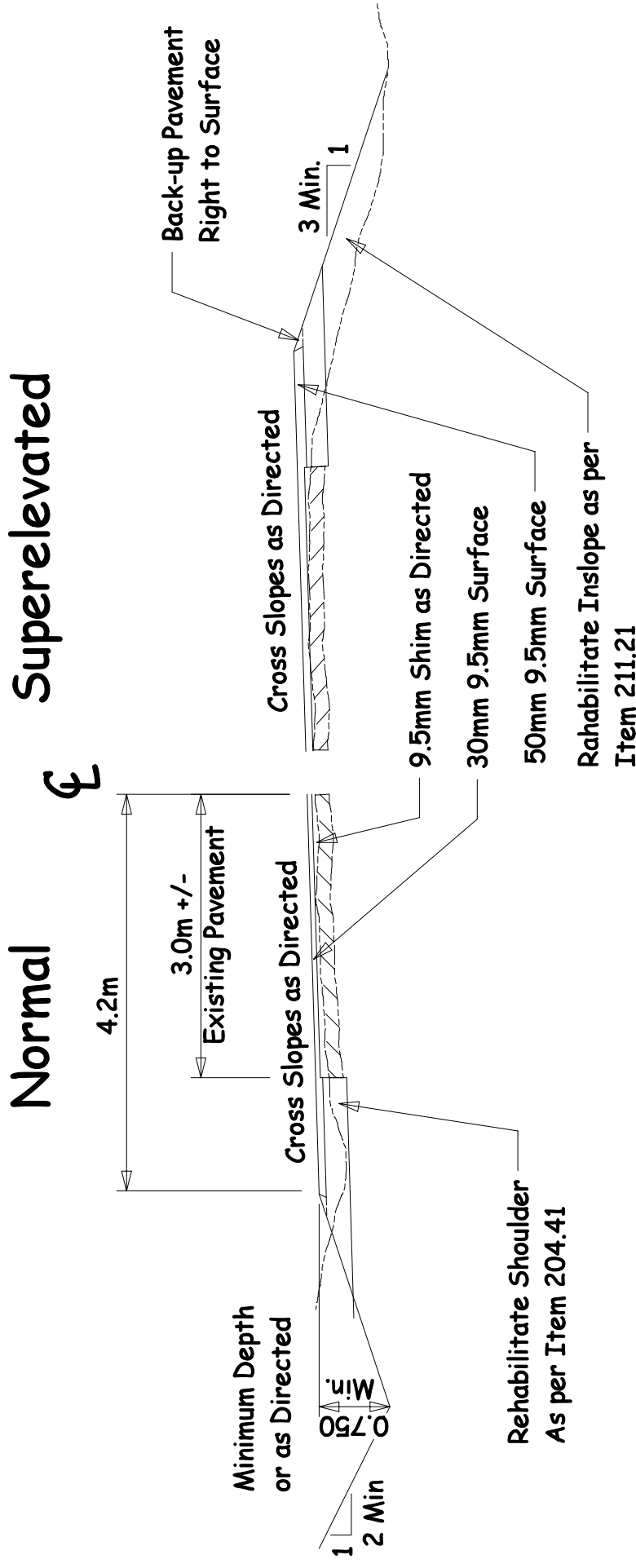
Cut Section
w/ Full Excavation

Fill Section



*Both High & Low Side Shoulders of Superelevated Section Will Follow the Grade of the Mainline Unless Otherwise Specified

Overlay Section

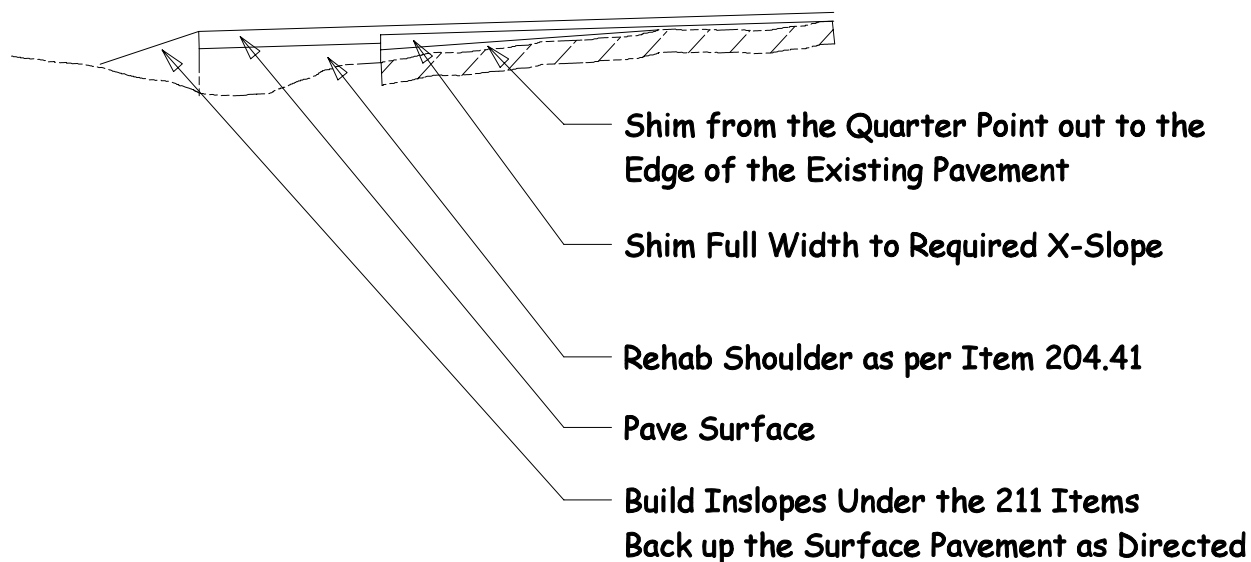


*Both High & Low Side Shoulders of Superelevated Section Will Follow the Grade of the Mainline Unless Otherwise Specified

*Widths and Cross Sections of Guardrail and Curb Sections to be Similar to Those Shown on Sheet 2 of 4. Pavement Treatment Within These Areas to be as Shown Above.

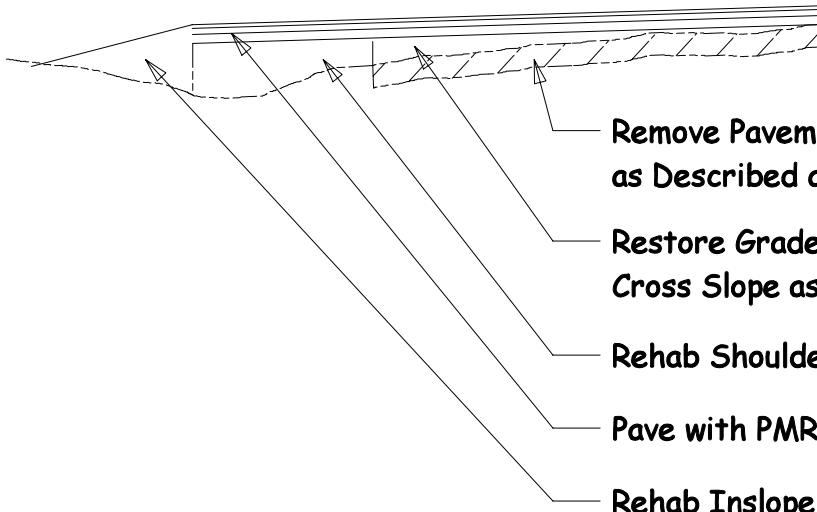
*Within the Areas Designated to Receive 6 Feet of Shoulder Rehabilitation, All Shoulders on the High Side of Superelevations Must Break at -2%.

Overlay Section



Note: The edge of the shim will be the edge of the traveled way and shall be subject to all of the requirements of Section 652.3.4, particularly paragraph #8.

PMRAP - No Alignment Change



Remove Pavement and Add Gravel
as Described as General Note #11

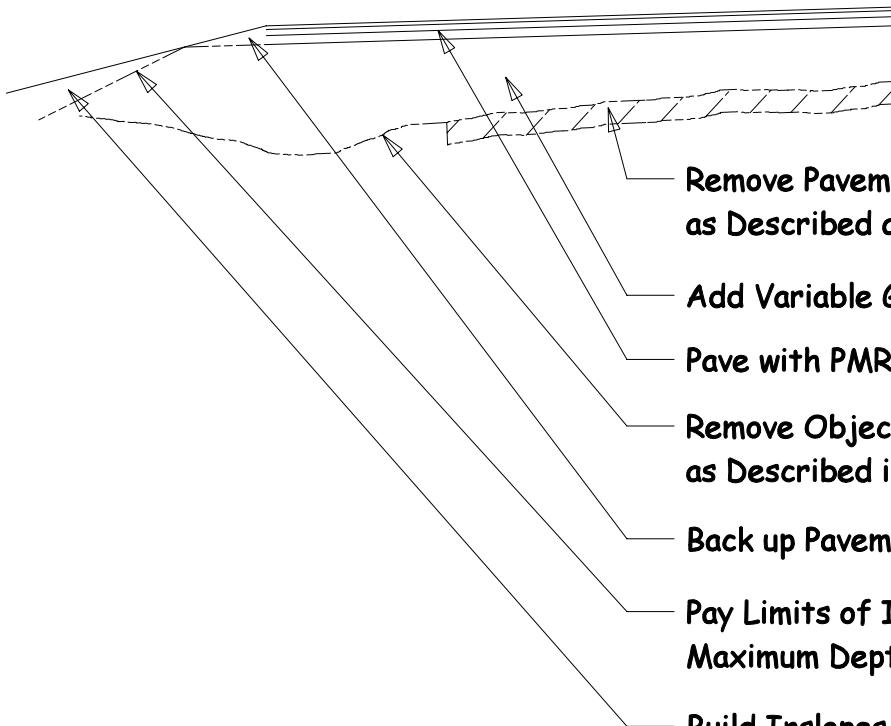
Restore Grade and Build
Cross Slope as Directed

Rehab Shoulder as per Item 204.41

Pave with PMRAP and HMA as Directed

Rehab Inslope or Ditch as per 211 Items

PMRAP - Alignment Change



Remove Pavement and Add Gravel
as Described as General Note #11

Add Variable Gravel as Directed

Pave with PMRAP and HMA as Directed

Remove Objectionable Material
as Described in the General Outline of Work

Back up Pavement as Directed

Pay Limits of Item 304.104 to a
Maximum Depth of 600mm

Build Inslopes with Payment Under the 211 Items,
or excavation within Cut Sections as Described in
the Construction Notes under the 203.2001 Item

REMOVE PAVEMENT TO BE USED IN CONJUNCTION WITH ITEM 310.13 PM-RAP.
PAYMENT WILL BE INCIDENTAL TO THE CONTRACT

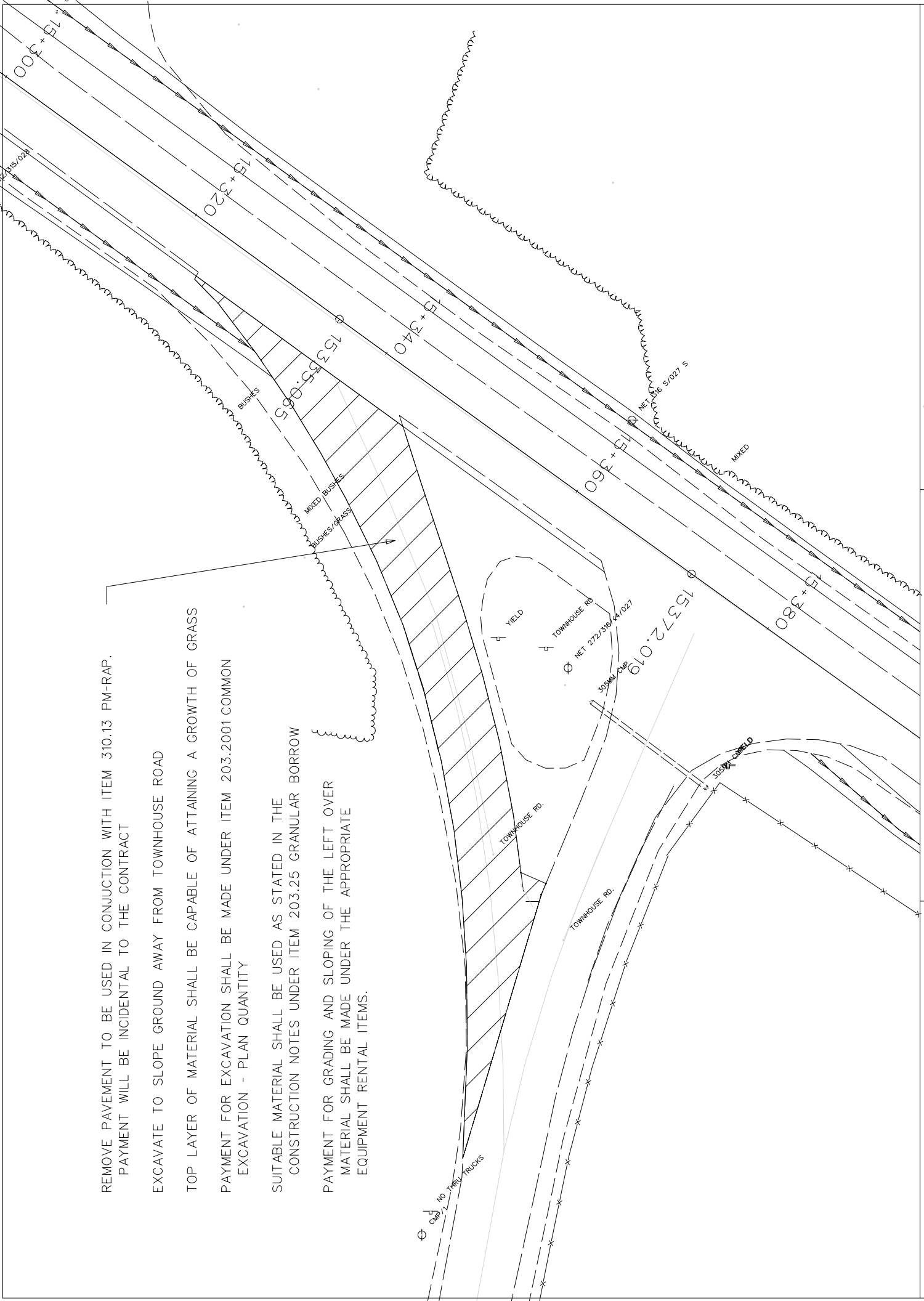
EXCAVATE TO SLOPE GROUND AWAY FROM TOWNHOUSE ROAD

TOP LAYER OF MATERIAL SHALL BE CAPABLE OF ATTAINING A GROWTH OF GRASS

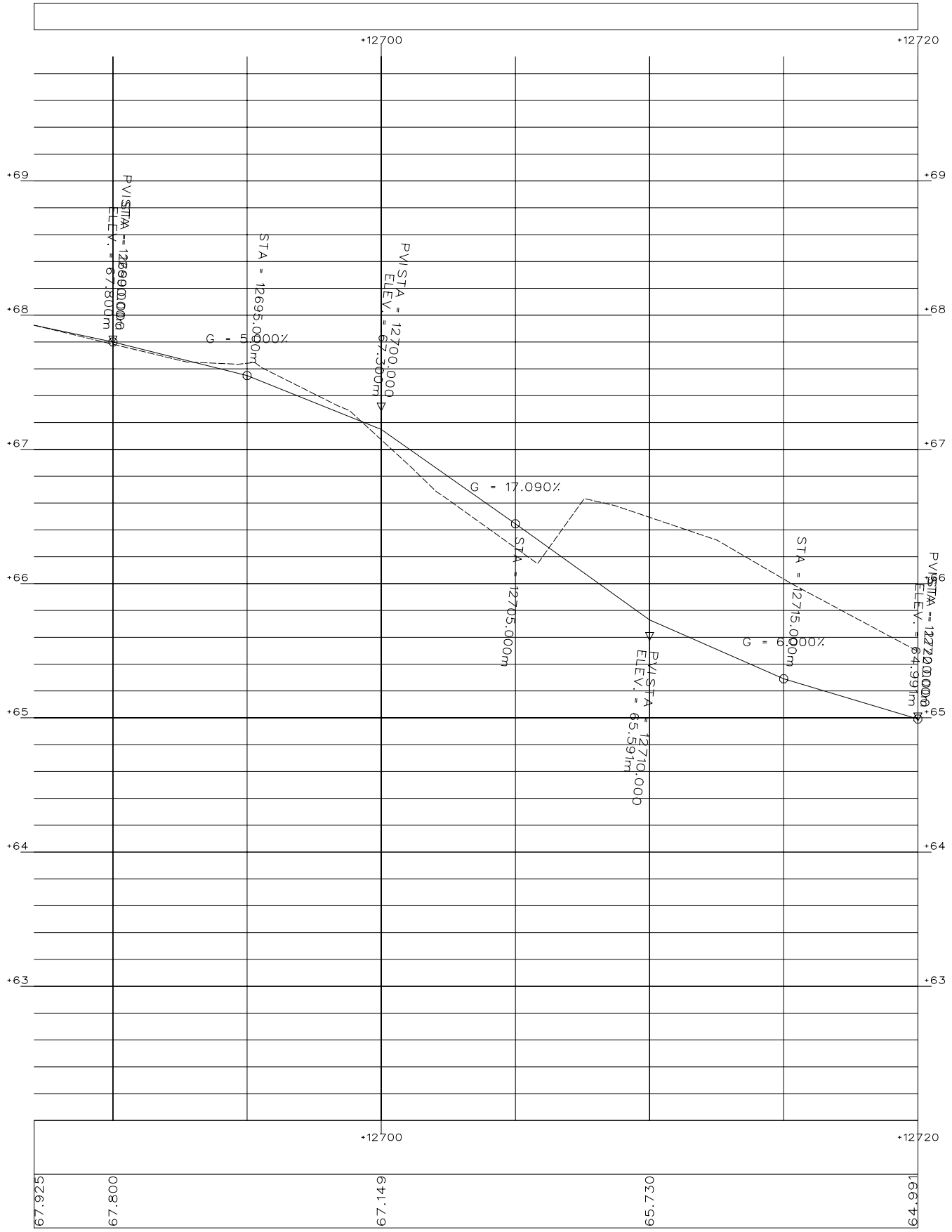
PAYMENT FOR EXCAVATION SHALL BE MADE UNDER ITEM 203.2001 COMMON
EXCAVATION - PLAN QUANTITY

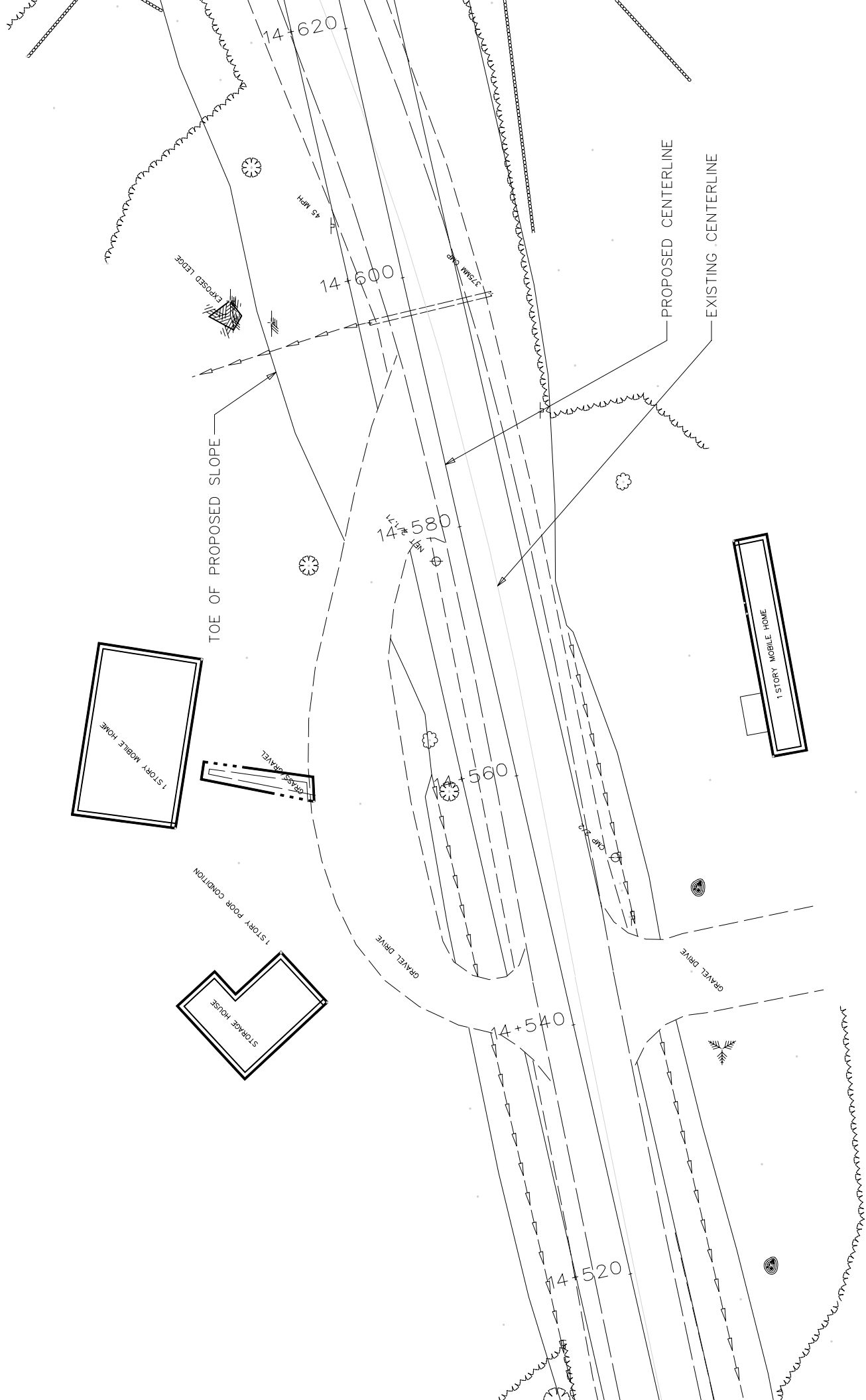
SUITABLE MATERIAL SHALL BE USED AS STATED IN THE
CONSTRUCTION NOTES UNDER ITEM 203.25 GRANULAR BORROW

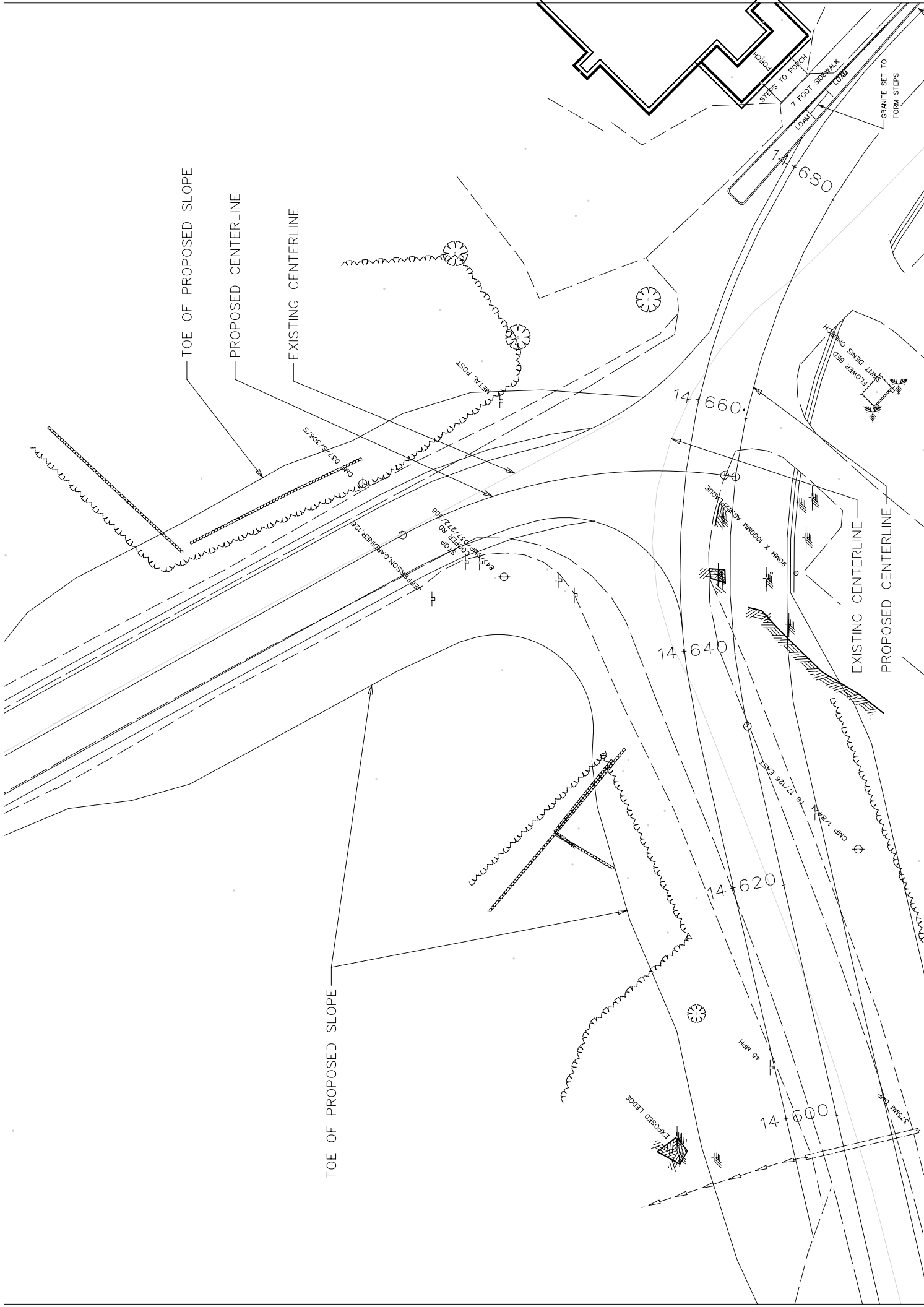
PAYMENT FOR GRADING AND SLOPING OF THE LEFT OVER
MATERIAL SHALL BE MADE UNDER THE APPROPRIATE
EQUIPMENT RENTAL ITEMS.

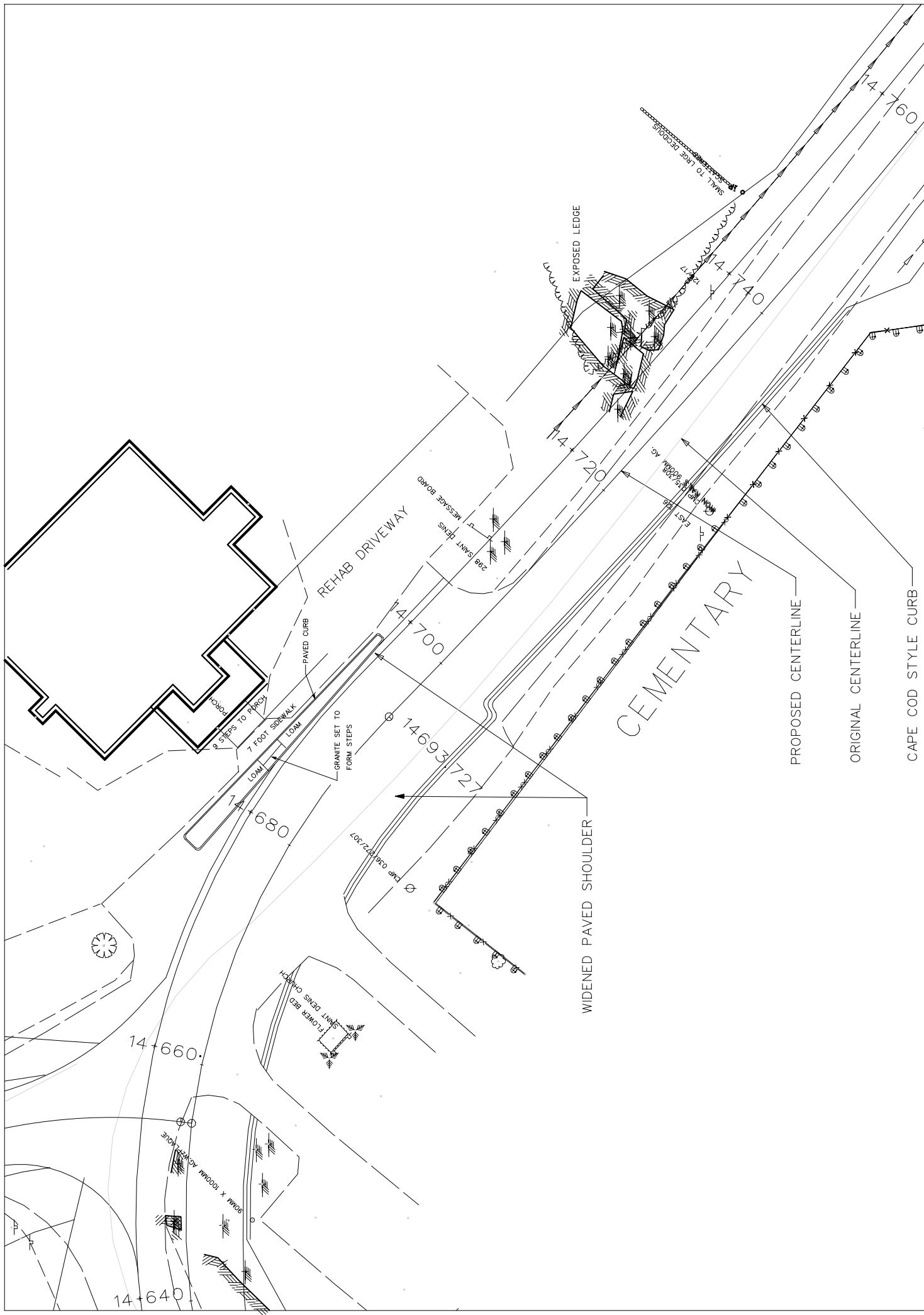


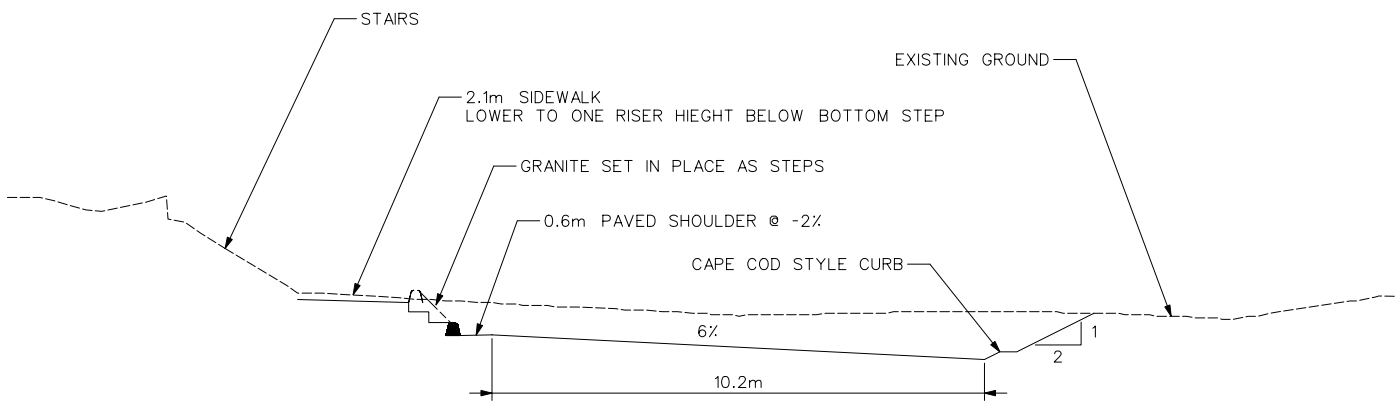
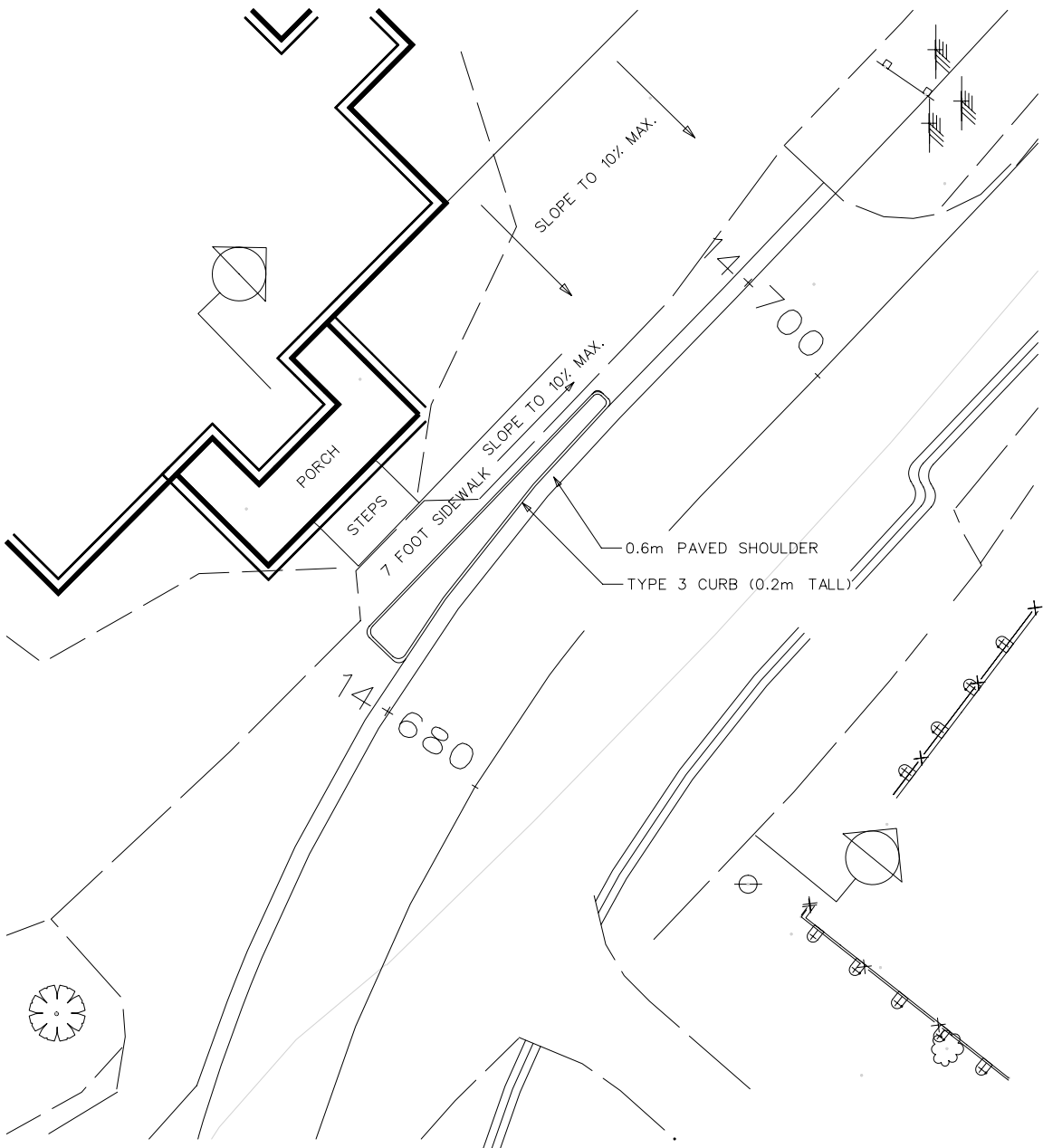




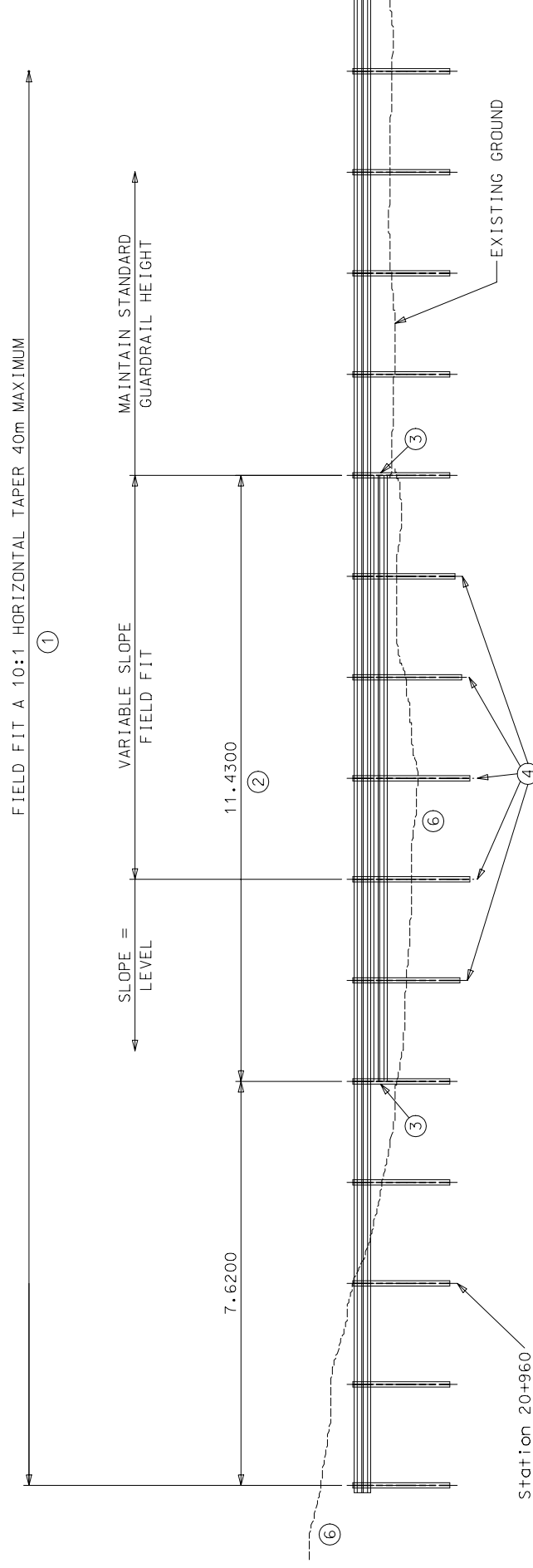








Station 20+970 +/- Left



- ① PAY LIMIT: ITEM 606.23 GR TYPE 3C - SINGLE RAIL
- ② PAY LIMIT: ITEM 606.178 GR BEAM. OFFSET BRACKETS INCIDENTAL TO THIS ITEM
- ③ ATTACH END OF GR BEAM TO BACK SIDE OF POST. NO OFFSET BRACKET
- ④ LONG POST REQUIRED. 1100mm MINIMUM EMBEDMENT
- ⑤ BURIED END - EXCAVATE AS NECESSARY TO INSTALL TERMINAL END.
BACKFILL, COMPACT, AND REGRADE TO MATCH ORIGINAL GROUND CONDITION.
- ⑥ MAINTAIN EXISTING DRAINAGE DITCH
- ⑦ ALL MISCELLANEOUS HARDWARE, LONG POSTS, EARTHWORK, LABOR AND EQUIPMENT
NECESSARY TO COMPLETE THE GUARDRAIL BURIED END TREATMENT SHALL BE
INCIDENTAL TO ITEM 606.178 GUARDRAIL BEAM

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PITSTON-WHITEFIELD-JEFFERSON
PIN 10210.00 / STP-1065(400)X

BURIED-IN-BACKSLOPE GUARDRAIL END TREATMENT

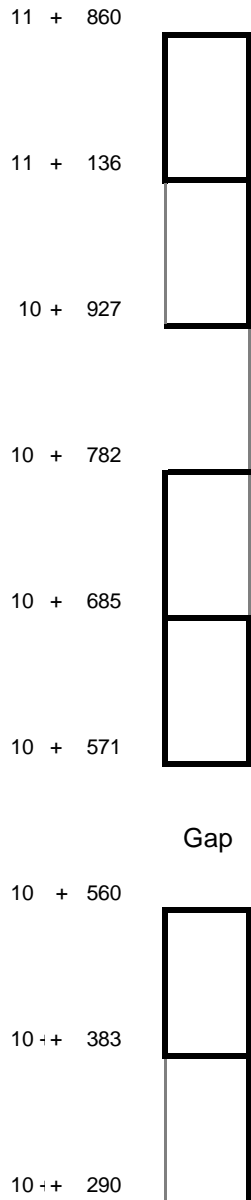
Pittston-Whitefield-Jefferson
PIN 10210.00, STP-1065(400)X
C.H.I.P. / Level II Overlay
Route 126

PROJECT STATIONING

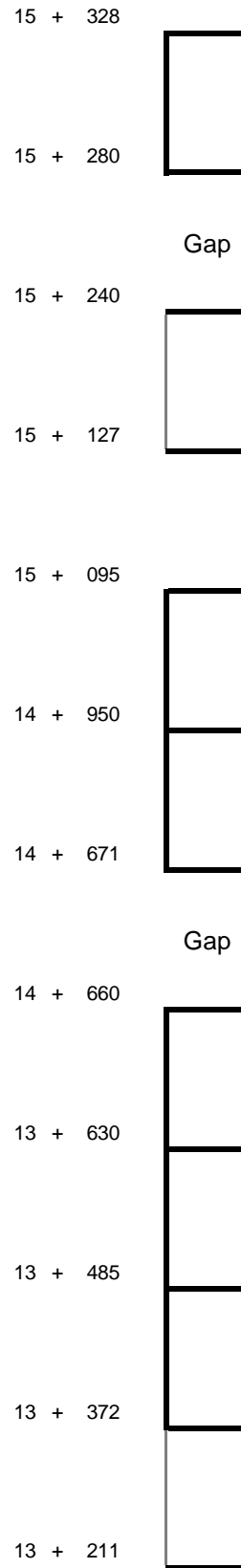
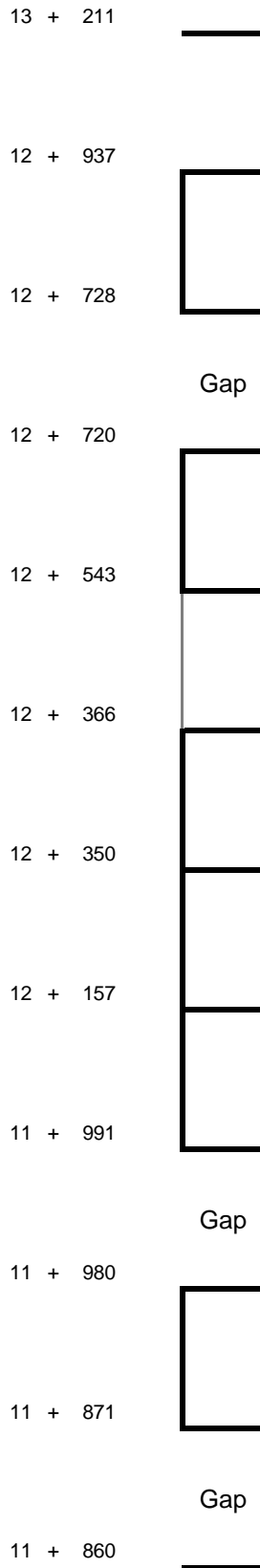
Left	Station	Right
WHITEFIELD/PITTSTON T.L.	10+040	WHITEFIELD/PITTSTON T.L.
BEGIN PROJECT	10+290	BEGIN PROJECT
CMP 3/38	10+389	
HUNT'S MEADOW RD	10+560	HUNT'S MEADOW RD
	10+679	CMP 502
CMP 4/840/10	10+858	
CMP 508/7	11+169	
	11+595	NET 3
	11+860	ROONEY LANE
	11+967	13/84/36
	12+144	CMP 10/33
	12+457	CMP 5/28.5
LIBBY LANE	12+720	
CMP 27/27	12+745	
	13+031	CMP 23/23
	13+386	CMP 18/18
	13+613	CMP 15/84/15
2 POLE POWERLINE	13+995	2 POLE POWERLINE
	14+065	CMP 9/9
	14+409	CMP 4/4
COOPER ROAD	14+660	
	14+683	CMP 036/272/307
	14+958	CMP 032/311
VIGUE ROAD	15+240	
	15+651	119
	16+154	CMP <2/272/326/017
SHEEPSCOTT RIVER	16+471	SHEEPSCOTT RIVER
	16+602	CMP 08 S
	17+100	ROUTE 218 SOUTH
	17+477	CMP 9/9
	17+956	CMP 18/19
	18+427	CMP 27/28
	18+865	NET 36.5/ 36
	19+155	NET 6/40/<616/40
JEFFERSON/WHITEFIELD T.L.	19+660	JEFFERSON/WHITEFIELD T.L.
	20+154	NET 53/53
OLD MADDEN ROAD	20+233	
	20+680	CMP 69/61
	21+092	CMP 68/77
END PROJECT	21+620	END PROJECT

Striping Layout

Pittston-Whitefield-Jefferso
PIN 10210.00,STP-1065(400)X
C.H.I.P. level II Overlay
Route 126



Begin Proj.



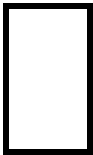
Striping Layout

Pittston-Whitefield-Jefferso
PIN 10210.00,STP-1065(400)X
C.H.I.P. level II Overlay
Route 126

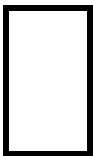
17 + 111		18 + 583		20 + 040	
	Gap				End Proj.
17 + 100		18 + 567		20 + 008	21 + 600
16 + 982		18 + 406		19 + 830	21 + 438
	Gap				
16 + 971		18 + 374		19 + 467	21 + 427
16 + 611		18 + 197		19 + 274	21 + 373
	Gap				
16 + 600		18 + 003		19 + 194	21 + 362
15 + 650		17 + 794		18 + 985	21 + 120
15 + 489		17 + 681		18 + 921	20 + 942
15 + 387		17 + 568		18 + 792	20 + 925
	Gap				
15 + 376		17 + 310		18 + 712	20 + 732
15 + 340		17 + 181		18 + 595	20 + 185
	Gap				
15 + 328		17 + 111		18 + 583	20 + 040

Striping Layout

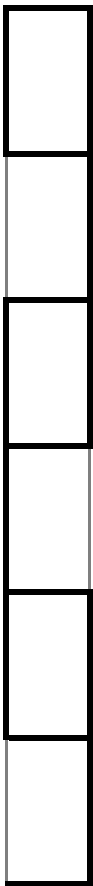
Pittston-Whitefield-Jefferso
PIN 10210.00,STP-1065(400)X
C.H.I.P. level II Overlay
Route 126



Gap



Gap



Pittston-Whitefield-Jefferson
PIN 10210.00, STP-1065(400)X
C.H.I.P. / Level II Overlay
Route 126

OVERLAY CROSS SLOPES

				Field Fit North Whitefield Village			
-4.0%	16020	2.0%					
-5.5%	16000	3.0%		-2.0%	16700	-3.0%	
-5.5%	15980	3.0%		-1.0%	16680	-4.0%	
-5.5%	15960	4.0%		1.0%	16660	-4.0%	
-5.5%	15940	4.0%		3.0%	16640	-4.0%	
-5.5%	15920	4.0%		5.0%	16620	-6.0%	
-5.5%	15900	4.0%		5.0%	16600	-6.0%	
-5.5%	15880	4.0%		3.5%	16580	-4.0%	
-5.5%	15860	4.0%		2.0%	16560	-2.0%	
-5.5%	15840	4.0%		2.0%	16540	-2.0%	
-5.5%	15820	4.0%		2.0%	16520	-2.0%	
-5.5%	15800	4.0%		2.0%	16500	-2.0%	Adjust to Match Bridge
-5.5%	15780	4.0%		Bridge - Match Existing	16480	Bridge - Match Existing	
-5.5%	15760	4.0%					
-5.5%	15740	4.0%			16460		
-5.5%	15720	3.3%					
-5.5%	15700	2.5%		-1.0%	16440	-2.0%	Adjust to Match Bridge
-5.0%	15680	1.0%		-2.5%	16420	-2.0%	
-4.0%	15660	-0.5%		-4.0%	16400	-2.0%	
-3.0%	15640	-2.0%		-4.0%	16380	-2.0%	
-2.0%	15620	-2.0%		-4.0%	16360	-2.0%	
-2.0%	15600	-2.0%		-4.0%	16340	-2.0%	
-2.0%	15580	-2.0%		-4.0%	16320	-3.0%	
-2.0%	15560	-2.0%		-3.0%	16300	-3.0%	
-2.0%	15540	-2.0%		-3.0%	16280	-3.0%	Drag Lt
-2.0%	15520	-2.0%		-3.0%	16260	-4.0%	
-3.0%	15500	-2.0%		-3.0%	16240	-4.0%	
-3.0%	15480	-2.0%		-3.0%	16220	-2.0%	
-3.0%	15460	-2.0%		-3.0%	16200	0.0%	
-3.0%	15440	-2.0%		-3.0%	16180	2.0%	
-3.0%	15420	-2.0%		-3.0%	16160	2.0%	Drag Lt
-3.0%	15400	-2.0%		-3.0%	16140	2.0%	
-3.0%	15380	-2.0%		-3.0%	16120	1.0%	
-3.0%	15360	-2.0%		-3.0%	16100	0.0%	
-3.0%	15340	-2.0%		-4.0%	16080	-1.0%	
-3.0%	15320	-2.0%		-4.0%	16060	0.0%	
-3.0%	15300	-2.0%		-4.0%	16040	1.0%	
-3.0%	15280	-3.0%	Begin Overlay 15+300				

Pittston-Whitefield-Jefferson
PIN 10210.00, STP-1065(400)X
C.H.I.P. / Level II Overlay
Route 126

OVERLAY CROSS SLOPES

-1.0%	17940	0.0%		-3.0%	18780	-4.0%	
-1.0%	17920	0.0%	Bump CL 1/2", Drag Rt side	-3.0%	18760	-4.0%	
-2.0%	17900	0.0%	Bump CL 1/2"	-3.0%	18740	-4.0%	
-3.0%	17880	0.0%		-3.0%	18720	-4.0%	
-4.0%	17860	0.0%	Drag Rt	-3.0%	18700	-4.0%	
-4.0%	17840	0.0%		-1.0%	18680	-4.0%	
-4.0%	17820	-1.0%		1.0%	18660	-5.0%	
-4.0%	17800	-2.0%		2.0%	18640	-6.0%	
-4.0%	17780	-2.0%		3.0%	18620	-6.0%	
-4.0%	17760	-2.0%		3.0%	18600	-6.0%	
-3.0%	17740	-2.0%		3.0%	18580	-6.0%	
-2.0%	17720	-2.0%		2.0%	18560	-6.0%	
-1.0%	17700	-2.0%	Bump CL 1/2"	1.0%	18540	-5.0%	
-1.0%	17680	-3.0%		0.0%	18520	-4.0%	
-1.0%	17660	-3.0%		-1.0%	18500	-3.0%	Drag Rt
-1.0%	17640	-3.0%		-2.0%	18480	-2.0%	
-1.0%	17620	-3.0%		-2.0%	18460	-2.0%	
-1.0%	17600	-3.0%		-2.0%	18440	-3.0%	
-1.0%	17580	-3.0%		-2.0%	18420	-3.0%	
-2.0%	17560	-3.0%		-2.0%	18400	-3.0%	
-2.0%	17540	-3.0%		-2.0%	18380	-3.0%	
-2.0%	17520	-3.0%		-2.0%	18360	-3.0%	
-2.0%	17500	-2.0%		-2.0%	18340	-3.0%	
-2.0%	17480	-2.0%		-2.0%	18320	-3.0%	
-2.0%	17460	-2.0%	Drag Lt	-2.0%	18300	-3.0%	
-2.0%	17440	-2.0%		-2.0%	18280	-3.0%	
-2.0%	17420	-1.0%		-3.0%	18260	-3.0%	Drag Lt
-2.0%	17400	-1.0%		-4.0%	18240	-3.0%	
-2.0%	17380	-1.0%		-4.0%	18220	-1.0%	
-2.0%	17360	-1.0%		-4.0%	18200	1.0%	
-2.0%	17340	-1.0%		-4.0%	18180	3.0%	
-2.0%	17320	-1.0%		-4.0%	18160	3.0%	
-2.0%	17300	-1.0%		-4.0%	18140	0.0%	
-2.0%	17280	-1.0%		-2.5%	18120	-3.0%	Bump CL 1/2"
-2.0%	17260	-1.0%		-1.0%	18100	-3.0%	Bump CL 1/2"
-2.0%	17240	-1.0%		-1.0%	18080	-3.0%	Bump CL 1/2"
-2.0%	17220	-1.0%		-1.0%	18060	-3.0%	Bump CL 1/2"
-2.0%	17200	-1.0%		-1.0%	18040	-2.0%	Bump CL 1/2"
-2.0%	17180	-1.0%		-1.0%	18020	0.0%	Bump CL 1/2"
-3.0%	17160	-2.0%		-1.0%	18000	0.0%	Bump CL 1/2"
-3.0%	17140	-2.0%		-1.0%	17980	0.0%	
				-1.0%	17960	0.0%	

Pittston-Whitefield-Jefferson
PIN 10210.00, STP-1065(400)X
C.H.I.P. / Level II Overlay
Route 126

OVERLAY CROSS SLOPES

-3.0%	19100	-3.0%	
-3.0%	19080	-1.0%	
-3.5%	19060	1.5%	
-4.0%	19040	3.5%	
-4.5%	19020	3.5%	
-5.0%	19000	3.5%	
-5.5%	18980	3.0%	End Overlay 18+960
-6.0%	18960	3.0%	
-6.0%	18940	3.0%	
-6.0%	18920	3.0%	
-6.0%	18900	3.0%	
-5.0%	18880	2.0%	
-5.0%	18860	2.0%	
-4.0%	18840	0.0%	
-3.0%	18820	-2.0%	
-3.0%	18800	-3.0%	

Pittston-Whitefield-Jefferson
PIN 10210.00, STP-1065(400)X
C.H.I.P. / Level II Overlay
Route 126

PM-RAP TREATMENT SUPERELEVATIONS

-3.0%	12840	-3.0%
0.0%	12820	-3.0%
+3.0%	12800	-3.0%
+6.0%	12780	-6.0%
+6.0%	12660	-6.0%
+3.0%	12640	3.0%
0.0%	12620	0.0%
-3.0%	12600	+3.0%
-3.0%	12520	+3.0%
-3.0%	12500	0.0%
-3.0%	12480	-3.0%
-3.0%	12040	-3.0%
-3.0%	12020	0.0%
-3.0%	12000	+3.0%
-6.0%	11980	+6.0%
-6.0%	11820	+6.0%
-3.0%	11800	+5.0%
-3.0%	11780	+4.0%
-3.0%	11760	+1.5%
-3.0%	11740	-2.0%
-3.0%	11720	-3.0%
-3.0%	10640	-3.0%
-0.5%	10620	-3.0%
+2.5%	10600	-3.0%
+5.0%	10580	-5.0%
+5.0%	10560	-5.0%
+2.5%	10540	-3.0%
-0.5%	10520	-3.0%
-3.0%	10500	-3.0%
-3.0%	10440	-3.0%
-3.0%	10420	0%
-3.0%	10400	+2.5%
-5.5%	10380	+5.5%
-5.5%	10360	+5.5%
-3.0%	10340	+2.5%
-3.0%	10320	0%
-3.0%	10300	-3.0%

-3.0%	19100	-3.0%
-3.0%	19080	-1.0%
-3.5%	19060	+1.5%
-4.0%	19040	+3.5%
See Cross Slopes for Overlay Section		
-3.0%	14740	-3.0%
0.0%	14720	-3.0%
+3.0%	14700	-3.0%
+6.0%	14680	-6.0%
+6.0%	14660	-6.0%
+3.0%	14640	-3.0%
0.0%	14620	-3.0%
-3.0%	14600	-3.0%
-3.0%	14260	-3.0%
0.0%	14240	-3.0%
+3.0%	14220	-3.0%
+6.0%	14200	-6.0%
+6.0%	14160	-6.0%
+4.5%	14140	-4.5%
+3.5%	14120	-3.5%
+3.5%	14100	-3.5%
+1.5%	14080	-1.5%
0.0%	14060	0.0%
-2.0%	14040	+2.0%
-3.5%	14020	+3.5%
-3.5%	13920	+3.5%
-3.0%	13900	+1.5%
-3.0%	13880	-1.0%
-3.0%	13860	-3.0%

Pittston-Whitefield-Jefferson
PIN 10210.00, STP-1065(400)X
C.H.I.P. / Level II Overlay
Route 126

PM-RAP TREATMENT SUPERELEVATIONS

-3.0%	21460	-3.0%
-3.0%	21440	0.0%
-3.0%	21420	+3.0%
-6.0%	21400	+6.0%
-6.0%	21340	+6.0%
-5.0%	21320	+5.0%
-5.0%	21300	+5.0%
-4.0%	21280	+4.0%
-2.5%	21260	+2.5%
-1.5%	21240	+1.5%
0.0%	21220	0.0%
+1.5%	21200	-1.5%
+3.0%	21180	-3.0%
+3.0%	21140	-3.0%
+1.0%	21120	-3.0%
-1.0%	21100	-3.0%
-3.0%	21080	-3.0%
-3.0%	20820	-3.0%
-3.0%	20800	-1.0%
-3.0%	20780	+1.5%
-3.5%	20760	+3.5%
-3.0%	20740	+4.5%
-5.5%	20720	+5.5%
-5.5%	20660	+5.5%
-3.0%	20640	+2.5%
-3.0%	20620	-1.0%
-3.0%	20600	-3.0%
-3.0%	20520	-3.0%
-0.5%	20500	-3.0%
+2.0%	20480	-3.0%
+4.5%	20460	-4.5%
+4.5%	20400	-4.5%
+2.0%	20380	-3.0%
-0.5%	20360	-3.0%
-3.0%	20340	-3.0%

CENTERLINE ELEVATION CHANGES

Station	Existing	Proposed	El Diff.				
-----				10+610.000	69.767	70.276	0.509
				10+620.000	69.331	69.672	0.341
				10+630.000	68.842	69.068	0.226
Begin Proj. at Station 10+240				10+640.000	68.348	68.464	0.116
				10+650.000	67.820	67.860	0.040
10+240.000	57.908	57.908	0.000	10+660.000	67.292	67.256	0.036-
10+250.000	58.226	58.191	0.035-	10+670.000	66.624	66.652	0.028
10+260.000	58.542	58.474	0.068-	10+680.000	65.949	66.048	0.099
10+270.000	58.900	58.757	0.143-	10+690.000	65.121	65.444	0.323
10+280.000	59.259	59.041	0.218-	10+700.000	64.269	64.840	0.571
10+290.000	59.505	59.324	0.181-	10+710.000	63.422	64.236	0.814
10+300.000	59.750	59.607	0.143-	10+720.000	62.576	63.632	1.056
10+310.000	59.887	59.890	0.003	10+730.000	61.914	63.028	1.114
10+320.000	59.983	60.173	0.190	10+740.000	61.259	62.424	1.165
10+330.000	60.078	60.456	0.378	10+750.000	60.747	61.820	1.073
10+340.000	60.218	60.740	0.522	10+760.000	60.321	61.216	0.895
10+350.000	60.387	61.023	0.636	10+770.000	59.882	60.612	0.730
10+360.000	60.618	61.306	0.688	10+780.000	59.424	60.008	0.584
10+370.000	60.892	61.612	0.720	10+790.000	58.962	59.404	0.442
10+380.000	61.310	61.965	0.655	10+800.000	58.505	58.800	0.295
10+390.000	61.739	62.364	0.625	10+810.000	58.037	58.196	0.159
10+400.000	62.273	62.809	0.536	10+820.000	57.436	57.592	0.156
10+410.000	62.802	63.300	0.498	10+830.000	56.833	56.978	0.145
10+420.000	63.242	63.837	0.595				
10+430.000	63.678	64.421	0.743	11+290.000	48.567	48.712	0.145
10+440.000	64.103	65.051	0.948	11+300.000	48.686	48.905	0.219
10+450.000	64.536	65.727	1.191	11+310.000	48.860	49.089	0.229
10+460.000	65.048	66.450	1.402	11+320.000	49.038	49.272	0.234
10+470.000	65.596	67.219	1.623	11+330.000	49.235	49.455	0.220
10+480.000	66.216	68.033	1.817	11+340.000	49.413	49.631	0.218
10+490.000	66.908	68.872	1.964	11+350.000	49.562	49.759	0.197
10+500.000	67.628	69.710	2.082	11+360.000	49.728	49.831	0.103
10+510.000	68.365	70.476	2.111	11+370.000	49.937	49.846	0.091-
10+520.000	69.163	71.097	1.934	11+380.000	50.119	49.807	0.312-
10+530.000	70.055	71.575	1.520	11+390.000	50.143	49.711	0.432-
10+540.000	70.880	71.908	1.028	11+400.000	50.132	49.560	0.572-
10+550.000	71.593	72.097	0.504	11+410.000	49.734	49.352	0.382-
10+560.000	71.894	72.142	0.248	11+420.000	49.336	49.089	0.247-
10+570.000	71.592	72.043	0.451	11+430.000	48.872	48.771	0.101-
10+580.000	71.205	71.800	0.595	11+440.000	48.403	48.403	0.000
10+590.000	70.684	71.412	0.728				
10+600.000	70.188	70.880	0.692	11+570.000	50.146	50.146	0.000

CENTERLINE ELEVATION CHANGES

11+580.000	50.643	50.874	0.231	12+760.000	62.792	63.536	0.744
11+590.000	51.141	51.602	0.461	12+770.000	62.391	63.173	0.782
11+600.000	51.714	52.331	0.617	12+780.000	62.179	62.809	0.630
11+610.000	52.308	53.059	0.751	12+790.000	61.868	62.454	0.586
11+620.000	53.018	53.757	0.739	12+800.000	61.442	62.117	0.675
11+630.000	53.823	54.395	0.572	12+810.000	61.222	61.798	0.576
11+640.000	54.651	54.974	0.323	12+820.000	60.922	61.497	0.575
11+650.000	55.508	55.492	0.016-	12+830.000	60.654	61.214	0.560
11+660.000	56.195	55.950	0.245-	12+840.000	60.355	60.948	0.593
11+670.000	56.630	56.348	0.282-	12+850.000	60.116	60.700	0.584
11+680.000	56.918	56.686	0.232-	12+860.000	59.911	60.470	0.559
11+690.000	56.941	56.965	0.024	12+870.000	59.744	60.258	0.514
11+700.000	56.924	57.183	0.259	12+880.000	59.621	60.064	0.443
11+710.000	56.826	57.341	0.515	12+890.000	59.499	59.887	0.388
11+720.000	56.743	57.471	0.728	12+900.000	59.379	59.728	0.349
11+730.000	56.859	57.649	0.790	12+910.000	59.268	59.587	0.319
11+740.000	56.976	57.893	0.917	12+920.000	59.165	59.464	0.299
11+750.000	57.456	58.203	0.747	12+930.000	59.061	59.359	0.298
11+760.000	57.958	58.580	0.622	12+940.000	58.972	59.271	0.299
11+770.000	58.649	59.022	0.373	12+950.000	58.886	59.193	0.307
11+780.000	59.376	59.521	0.145	12+960.000	58.799	59.114	0.315
				12+970.000	58.714	59.036	0.322
12+560.000	69.049	69.194	0.145	12+980.000	58.626	58.956	0.330
12+570.000	68.836	69.041	0.205	12+990.000	58.535	58.865	0.330
12+580.000	68.606	68.878	0.272	13+000.000	58.431	58.762	0.331
12+590.000	68.448	68.715	0.267	13+010.000	58.301	58.646	0.345
12+600.000	68.276	68.542	0.266	13+020.000	58.133	58.518	0.385
12+610.000	68.138	68.349	0.211	13+030.000	58.002	58.383	0.381
12+620.000	68.007	68.136	0.129	13+040.000	57.864	58.268	0.404
12+630.000	67.928	67.902	0.026-	13+050.000	57.803	58.179	0.376
12+640.000	67.835	67.649	0.186-	13+060.000	57.746	58.115	0.369
12+650.000	67.754	67.376	0.378-	13+070.000	57.735	58.076	0.341
12+660.000	67.539	67.082	0.457-	13+080.000	57.711	58.059	0.348
12+670.000	66.950	66.769	0.181-	13+090.000	57.720	58.045	0.325
12+680.000	66.877	66.435	0.442-	13+100.000	57.729	58.031	0.302
12+690.000	67.337	66.082	1.255-	13+110.000	57.721	58.017	0.296
12+700.000	67.039	65.718	1.321-	13+120.000	57.706	58.003	0.297
12+710.000	66.505	65.355	1.150-	13+130.000	57.680	57.990	0.310
12+720.000	65.495	64.991	0.504-	13+135.000	57.665	57.983	0.318
12+730.000	64.205	64.627	0.422	13+140.000	57.650	57.979	0.329
12+740.000	63.465	64.264	0.799	13+150.000	57.629	57.987	0.358
12+750.000	63.266	63.900	0.634	13+160.000	57.623	58.019	0.396

CENTERLINE ELEVATION CHANGES

13+170.000	57.625	58.072	0.447	14+330.000	72.272	73.400	1.128
13+180.000	57.655	58.148	0.493	14+340.000	72.770	73.750	0.980
13+190.000	57.694	58.247	0.553	14+350.000	73.328	74.100	0.772
13+200.000	57.864	58.368	0.504	14+360.000	73.955	74.416	0.461
13+210.000	58.033	58.512	0.479	14+370.000	74.677	74.665	0.012-
13+220.000	58.216	58.678	0.462	14+380.000	75.305	74.847	0.458-
13+230.000	58.401	58.866	0.465	14+390.000	75.715	74.961	0.754-
13+240.000	58.575	59.077	0.502	14+400.000	75.640	75.008	0.632-
13+250.000	58.739	59.311	0.572	14+410.000	75.106	74.988	0.118-
13+260.000	58.912	59.564	0.652	14+420.000	74.602	74.900	0.298
13+270.000	59.092	59.820	0.728	14+430.000	74.151	74.744	0.593
13+280.000	59.271	60.076	0.805	14+440.000	73.767	74.583	0.816
13+290.000	59.499	60.332	0.833	14+450.000	73.653	74.476	0.823
13+300.000	59.728	60.598	0.870	14+460.000	73.560	74.423	0.863
13+310.000	60.063	60.885	0.822	14+470.000	73.674	74.426	0.752
13+320.000	60.437	61.192	0.755	14+480.000	73.787	74.483	0.696
13+330.000	60.898	61.519	0.621	14+490.000	74.083	74.594	0.511
13+340.000	61.441	61.867	0.426	14+500.000	74.388	74.760	0.372
13+350.000	61.972	62.236	0.264	14+510.000	74.811	74.981	0.170
13+360.000	62.466	62.580	0.114	14+520.000	75.257	75.256	0.001-
13+370.000	62.950	62.856	0.094-	14+530.000	75.635	75.586	0.049-
13+380.000	63.079	63.065	0.014-	14+540.000	75.962	75.943	0.019-
13+390.000	63.210	63.204	0.006-	14+550.000	76.235	76.300	0.065
13+400.000	63.247	63.276	0.029	14+560.000	76.332	76.657	0.325
13+410.000	63.259	63.279	0.020	14+570.000	76.223	77.014	0.791
13+420.000	63.181	63.215	0.034	14+580.000	76.123	77.350	1.227
13+430.000	63.036	63.082	0.046	14+590.000	76.072	77.645	1.573
13+440.000	62.876	62.915	0.039	14+600.000	76.091	77.897	1.806
13+450.000	62.669	62.748	0.079	14+610.000	76.215	78.107	1.892
13+460.000	62.455	62.581	0.126	14+620.000	76.298	78.275	1.977
13+470.000	62.260	62.414	0.154	14+630.000	76.409	78.401	1.992
13+480.000	62.078	62.247	0.169	14+640.000	76.489	78.485	1.996
13+490.000	61.937	62.082	0.145	14+650.000	77.223	78.526	1.303
				14+660.000	77.834	78.526	0.692
14+250.000	70.445	70.590	0.145	14+670.000	78.634	78.484	0.150-
14+260.000	70.628	70.950	0.322	14+680.000	78.879	78.404	0.475-
14+270.000	70.809	71.300	0.491	14+690.000	78.839	78.200	0.639-
14+280.000	70.972	71.650	0.678	14+700.000	78.492	77.857	0.635-
14+290.000	71.134	72.000	0.866	14+710.000	77.799	77.374	0.425-
14+300.000	71.342	72.350	1.008	14+720.000	77.013	76.750	0.263-
14+310.000	71.552	72.700	1.148	14+730.000	76.025	75.987	0.038-
14+320.000	71.891	73.050	1.159	14+740.000	75.045	75.084	0.039

CENTERLINE ELEVATION CHANGES

14+750.000	73.895	74.040	0.145	19+490.000	50.209	50.600	0.391
				19+500.000	49.738	50.333	0.595
15+280.000	57.621	57.766	0.145	19+510.000	49.328	50.067	0.739
				19+520.000	48.989	49.811	0.822
Transition to Overlay at Station 15+300				19+530.000	48.753	49.610	0.857
				19+540.000	48.661	49.468	0.807
Transition from Overlay at Station 18+960				19+550.000	48.811	49.386	0.575
				19+560.000	49.014	49.358	0.344
18+980.000	55.659	55.804	0.145	19+570.000	49.323	49.342	0.019
				19+580.000	49.545	49.315	0.230-
19+170.000	51.661	51.806	0.145	19+590.000	49.620	49.240	0.380-
19+180.000	51.730	51.885	0.155	19+600.000	49.497	49.112	0.385-
19+190.000	51.766	51.908	0.142	19+610.000	49.071	48.930	0.141-
19+200.000	51.792	51.930	0.138	19+620.000	48.678	48.700	0.022
19+210.000	51.829	51.953	0.124	19+630.000	48.347	48.460	0.113
19+220.000	51.875	51.976	0.101	19+640.000	48.066	48.230	0.164
19+230.000	51.914	51.998	0.084	19+650.000	47.871	48.067	0.196
19+240.000	51.943	52.021	0.078	19+660.000	47.718	47.981	0.263
19+250.000	51.930	52.031	0.101	19+670.000	47.644	47.972	0.328
19+260.000	51.839	52.017	0.178	19+680.000	47.785	48.041	0.256
19+270.000	51.723	51.978	0.255	19+690.000	48.000	48.187	0.187
19+280.000	51.530	51.914	0.384	19+700.000	48.246	48.410	0.164
19+290.000	51.333	51.826	0.493	19+710.000	48.530	48.700	0.170
19+300.000	51.114	51.713	0.599	19+720.000	48.792	49.000	0.208
19+310.000	50.905	51.575	0.670	19+730.000	49.021	49.300	0.279
19+320.000	50.815	51.425	0.610	19+740.000	49.266	49.582	0.316
19+330.000	50.729	51.275	0.546	19+750.000	49.538	49.828	0.290
19+340.000	50.629	51.130	0.501	19+760.000	49.781	50.038	0.257
19+350.000	50.532	51.020	0.488	19+770.000	49.933	50.211	0.278
19+360.000	50.437	50.951	0.514	19+780.000	50.067	50.349	0.282
19+370.000	50.326	50.921	0.595	19+790.000	50.146	50.450	0.304
19+380.000	50.423	50.932	0.509	19+800.000	50.227	50.533	0.306
19+390.000	50.527	50.983	0.456	19+810.000	50.321	50.617	0.296
19+400.000	50.816	51.074	0.258	19+820.000	50.406	50.700	0.294
19+410.000	51.127	51.205	0.078	19+830.000	50.477	50.783	0.306
19+420.000	51.475	51.362	0.113-	19+840.000	50.547	50.867	0.320
19+430.000	51.829	51.461	0.368-	19+850.000	50.621	50.950	0.329
19+440.000	51.892	51.486	0.406-	19+860.000	50.689	51.033	0.344
19+450.000	51.820	51.438	0.382-	19+870.000	50.798	51.117	0.319
19+460.000	51.559	51.318	0.241-	19+880.000	50.903	51.200	0.297
19+470.000	51.188	51.124	0.064-	19+890.000	50.990	51.283	0.293
19+480.000	50.729	50.867	0.138	19+900.000	51.072	51.367	0.295

CENTERLINE ELEVATION CHANGES

19+910.000	51.188	51.450	0.262				
19+920.000	51.293	51.533	0.240				
19+930.000	51.380	51.617	0.237				
19+940.000	51.462	51.700	0.238				
19+950.000	51.539	51.783	0.244			Cooper Road	
19+960.000	51.613	51.867	0.254				
19+970.000	51.695	51.950	0.255				
19+980.000	51.772	52.033	0.261				
19+990.000	51.847	52.117	0.270				
20+000.000	51.922	52.200	0.278				
20+010.000	51.997	52.283	0.286				
20+020.000	52.085	52.367	0.282				
20+030.000	52.173	52.487	0.314				
20+040.000	52.305	52.681	0.376				
20+050.000	52.448	52.949	0.501				
20+060.000	52.704	53.290	0.586				
20+070.000	53.021	53.706	0.685				
20+080.000	53.429	54.195	0.766				
20+090.000	53.959	54.758	0.799				
20+100.000	54.535	55.395	0.860				
20+110.000	55.219	56.061	0.842				
20+120.000	55.913	56.675	0.762				
20+130.000	56.685	57.230	0.545				
20+140.000	57.446	57.725	0.279				
20+150.000	58.058	58.161	0.103				
20+160.000	58.669	58.537	0.132-				
20+170.000	58.954	58.854	0.100-				
20+180.000	59.215	59.111	0.104-				
20+190.000	59.306	59.309	0.003				
20+200.000	59.361	59.448	0.087				
20+210.000	59.418	59.534	0.116				
20+220.000	59.478	59.613	0.135				
20+230.000	59.537	59.682	0.145				
				Station	Existing	Proposed	El Diff.

				14+560	71.661	71.661	0.000
				14+570	72.173	72.297	0.124
				14+580	72.709	73.058	0.349
				14+590	73.274	73.942	0.668
				14+600	73.896	74.950	1.054
				14+610	74.585	76.020	1.435
				14+620	75.439	76.994	1.555
				14+630	76.303	77.775	1.472
				14+640	77.068	78.364	1.296
				14+650	77.523	78.760	1.237
				14+655	77.375	78.532	1.157

End Project at Station 21+620 – Match into existing pavement.

Pittston-Whitefield-Jefferson
PIN 10210.00, STP-1065(400)X
C.H.I.P. / Level II Overlay
Route 126

HORIZONTAL ALIGNMENT CHANGES (.3m MIN.)

10+320	0.32	RT	11+570	0.49	RT	12+320	0.62	LT
10+330	0.35	RT	11+580	0.46	RT	12+330	0.67	LT
			11+590	0.41	RT	12+340	0.75	LT
10+410	0.37	RT	11+600	0.35	RT	12+350	0.84	LT
10+420	0.41	RT				12+360	0.90	LT
10+430	0.44	RT	11+800	0.44	LT	12+370	0.92	LT
10+440	0.41	RT	11+810	0.66	LT	12+380	1.04	LT
10+450	0.35	RT	11+820	0.85	LT	12+390	1.12	LT
10+460	0.30	RT	11+830	0.87	LT	12+400	1.11	LT
			11+840	0.74	LT	12+410	1.06	LT
10+590	0.47	RT	11+850	0.49	LT	12+420	1.03	LT
10+600	0.44	RT	11+890	0.33	RT	12+430	0.98	LT
			11+900	0.44	RT	12+440	0.91	LT
10+780	0.31	RT	11+910	0.58	RT	12+450	0.79	LT
10+790	0.30	RT	11+920	0.78	RT	12+460	0.66	LT
			11+930	0.91	RT	12+470	0.52	LT
10+960	0.34	RT	11+940	0.89	RT	12+480	0.37	LT
10+970	0.39	RT	11+950	0.74	RT	12+540	0.32	RT
10+980	0.42	RT	11+960	0.47	RT	12+550	0.31	RT
10+990	0.41	RT	11+980	0.48	LT	12+560	0.42	RT
11+000	0.39	RT	11+990	0.88	LT	12+610	0.40	LT
11+010	0.34	RT	12+000	1.10	LT	12+620	0.59	LT
			12+010	1.11	LT	12+630	0.95	LT
11+200	0.33	RT	12+020	0.93	LT	12+640	1.87	LT
11+210	0.40	RT	12+030	0.79	LT	12+650	3.35	LT
11+220	0.48	RT	12+040	0.71	LT	12+660	5.28	LT
11+230	0.55	RT	12+050	0.68	LT	12+670	7.68	LT
11+240	0.58	RT	12+060	0.58	LT	12+680	0.44	LT
11+250	0.60	RT	12+070	0.45	LT	12+690	3.45	LT
11+260	0.60	RT	12+080	0.34	LT	12+700	6.67	LT
11+270	0.59	RT	12+190	0.44	LT	12+710	9.66	LT
11+280	0.57	RT	12+200	0.70	LT	12+720	1.07	LT
11+290	0.54	RT	12+210	0.85	LT	12+730	0.69	LT
11+300	0.50	RT	12+220	1.00	LT	12+740	8.88	LT
11+310	0.46	RT	12+230	0.99	LT	12+750	6.28	LT
11+320	0.42	RT	12+240	0.95	LT	12+760	2.83	LT
11+330	0.36	RT	12+250	0.88	LT	12+770	9.68	LT
			12+260	0.80	LT	12+780	7.02	LT
11+520	0.34	RT	12+270	0.74	LT	12+790	4.77	LT
11+530	0.40	RT	12+280	0.73	LT	12+800	2.95	LT
11+540	0.44	RT	12+290	0.70	LT	12+810	1.58	LT
11+550	0.47	RT	12+300	0.63	LT	12+820	0.61	LT
11+560	0.49	RT	12+310	0.59	LT			

Pittston-Whitefield-Jefferson
PIN 10210.00, STP-1065(400)X
C.H.I.P. / Level II Overlay
Route 126

HORIZONTAL ALIGNMENT CHANGES (.3m MIN.)

13+460	0.33	RT	15+990	0.33	LT
			16+080	0.30	RT
14+520	0.38	RT			
14+530	0.61	RT	16+930	0.35	RT
14+540	0.87	RT	16+940	0.70	RT
14+550	1.21	RT	16+950	0.74	RT
14+560	1.55	RT	16+990	0.60	RT
14+570	1.83	RT	17+000	0.59	RT
14+580	1.85	RT	17+010	0.58	RT
14+590	1.62	RT	17+020	0.43	RT
14+600	1.09	RT			
14+620	1.11	LT	19+800	0.31	RT
14+630	2.55	LT	19+880	0.31	RT
14+640	4.71	LT	19+900	0.29	RT
14+650	6.54	LT			
14+660	5.11	LT	20+600	0.29	RT
14+670	1.19	LT	20+720	0.29	RT
14+680	2.53	RT			
14+690	3.89	RT	Off set shown is the existing centerline referenced from the proposed alignment.		
14+700	3.69	RT			
14+710	3.18	RT			
14+720	2.47	RT			
14+730	1.75	RT			
14+740	1.16	RT	PK nails are existing along the proposed centerline.		
14+750	0.66	RT			
15+310	0.29	RT			
15+320	0.34	RT			
15+330	0.32	RT			
15+810	0.30	RT			
15+820	0.35	RT			
15+830	0.38	RT			
15+840	0.39	RT			
15+850	0.39	RT			
15+860	0.48	RT			
15+870	0.51	RT			
15+880	0.48	RT			
15+890	0.42	RT			
15+900	0.35	RT			
15+960	0.30	LT			
15+970	0.40	LT			
15+980	0.35	LT			

CONSTRUCTION NOTES

ITEM 202.202 REMOVING PAVEMENT SURFACE

STA. 16+472 TO STA. 16+492 - BRIDGE DECK

STA. 16+867 TO STA. 16+884 – Layout will be done in the field to ensure proper cross slopes and drainage through North Whitefield Village.

ITEM 202.203 PAVEMENT BUTT JOINTS

MAINLINE

Sta 10+290 15m

Sta 21+620 15m

STATION

10+549 LT.

10+549 RT.

14+675 LT.

14+690 LT.

15+246 LT.

15+370 RT.

15+694 RT.

15+723 RT.

16+985 LT.

17+110 RT.

20+242 RT.

21+370 RT.

21+580 LT.

SIDEROAD (Field Fit)

HUNTS MEADOW RD.

HUNTS MEADOW RD.

COOPER RD.

CHURCH ENTRANCE

VIGUE RD.

TOWNHOUSE RD.

SCHOOL ENTRANCE

SCHOOL ENTRANCE

RTE. 218

RTE. 218

OLD MADDEN RD.

RTE. 215

RTE. 215

34 PAVED DRIVEWAYS

ITEM 203.2001 COMMON EXCAVATION PLAN QUANT.

Excavate to 745mm below the proposed finish grade elevations. Transition in and out of the following areas over 20m. All adequate material will be used in fill areas.

STA. 11+320 - STA. 11+420 LT./RT.	1293m ³
STA. 11+640 - STA. 11+720 LT./RT.	946m ³
STA. 12+600 - STA. 12+740 LT./RT.	2100m ³
STA. 14+340 - STA. 14+740 LT./RT.	3292m ³
STA. 19+320 - STA. 19+660 LT./RT.	2469m ³
TOWNHOUSE ROAD	215m ³

Ditching through these areas will be paid by the cubic meter under Item 203.2001 Common Excavation Plan Quantity.

CONSTRUCTION NOTES

ITEM 203.21 ROCK EXCAVATION

If ledge is encountered and requires removal by drilling and blasting then the quantity of rock excavation will be deducted from the item 203.2001 Common Excavation Plan Quantity.

ITEM 203.25 GRANULAR BORROW

The following locations may require borrow. If a significant source of excavation is found not to be objectionable, it will be used as directed by the Resident as borrow incidental to the excavation item. The quantity will be deducted from the original estimate. Any and all acceptable excavation will be used prior to using any granular borrow.

STA. 10+290 - STA. 10+830 LT./RT.
STA. 14+250 - STA. 14+780 LT./RT.
COOPER ROAD

ITEM 204.41 REHAB OF EXISTING SHOULDERS, PL QTY

Rehabilitate Shoulders to 4.2m each side of the proposed centerline, except within curb and guardrail areas. See typical sections for a description of these areas.

STA. 10+830 - STA. 11+300 LT./RT.
STA. 11+780 - STA. 12+560 LT./RT.
STA. 13+490 - STA. 14+250 LT./RT.
STA. 14+780 - STA. 19+180 LT./RT.
STA. 20+230 - STA. 21+620 LT./RT.

The following areas will required an additional 0.9m (1.8m total) of widening and rehabilitation on the shoulder.

STA 15+296 - STA 15+976 LT
STA 15+389 - STA 15+991 RT

ITEM 211.201 INSLOPE REHABILITATION **ITEM 211.30 DITCH EXCAVATION**

Inslope rehabilitation and ditch excavating activities will be performed along the entire length of the project and paid as such, with the exception of the excavation areas listed above, where payment will be made under the Items 203.20 Common Excavation.

CONSTRUCTION NOTES

ITEM 211.220 INSLOPE EXCAVATION, GUARDRAIL

<u>LEFT</u>	<u>RIGHT</u>
STA. 11+412 - STA. 11+564	STA. 11+412 - STA. 11+564
STA. 16+454 - STA. 16+462	STA. 16+443 - STA. 16+462
STA. 16+487 - STA. 16+506	STA. 16+487 - STA. 16+506

ITEM 211.40 NEW DITCH EXCAVATION

The following locations will be the only areas that will be considered New Ditch. All other ditches will be paid as Item 211.30 Ditch Excavation or Item 203.20 Common Excavation.

<u>Left</u>		<u>Right</u>	
<u>Station</u>	<u>Station</u>	<u>Station</u>	<u>Station</u>
10820	10860	10670	10710
12000	12050	10830	10860
12240	12300	10960	11010
13380	13600	11130	11200
13750	13850	11890	11920
13980	14010	12000	12070
14250	14280	12140	12160
14960	14990	12190	12220
15160	15220	13750	13850
16190	16260	13980	14010
16510	16570	14180	14290
16720	16780	16100	16220
16980	17040	16720	16780
19740	19800	19280	19320
19920	19970	19690	19730
20580	20680	20600	20700
		20880	20930

ITEM 304.103 AGGR. SUB-BASE COURSE-GRAVEL (TRUCK MEASURE)

To be used in driveways, entrances and other areas as directed by the resident.

CONSTRUCTION NOTES

ITEM 304.104 AGGR. SUB-BASE COURSE -GRAVEL (PLAN QTY.)

All pavement milling areas (In PM-Rap areas) will be filled with gravel to 25mm below existing centerline grade prior to shutdown on the day the millings are removed. Payment will be under Item 304.104

A.S.C.G. plan quantity.

Includes all gravel within the ditch lines of Route 126 and Cooper Road. Does not include gravel used for Item 204.41 Shoulder Rehab. or Item 304.103 A.S.C.G. Truck Measure used in entrances/drives.

Quantity computations are available upon request from the Division 5 office.

ITEM 411.09 UNTREATED AGGR. SURFACE COURSE

This item is to be used only to back up driveway lips built under Item 403.209, and should be placed at a depth not to exceed that of the pavement used for the lip. Any additional gravel needed to build up driveways will be paid for under Item 304.103.

ITEM 603.16 375 MM CULVERT PIPE OPTION I

All lengths will be determined in the field in order to fit the existing conditions of the driveways or entrances.

STATION LT.	STATION RT.
10+773	10+655
10+866	10+703
11+314	11+979
12+774	13+918
13+139	14+546
13+465	14+684
13+909	14+865
14+198	14+956
14+255	15+002
15+027	15+384
15+114	15+802
17+074	17+054
17+200	17+327
17+380	17+671
17+388	18+741
17+546	19+766
18+488	19+786
18+744	19+940
19+621	20+158
19+786	20+488
19+930	21+006

21+149
ERT PIPE OPT
 STATION RT.
 14+849

ITEM 603.179 450 MM CULVERT PIPE OPTION III

All lengths are estimates and will be adjusted in order to fit the existing and proposed conditions.

STATION	LENGTH	STATION	LENGTH
11+725	19.8	18+045	14.6
12+070	15.2	19+264	15.9
12+320	15.2	19+380	14.6
12+395	16.5	19+550	19.8
12+610	16.8	19+871	12.8
12+720	23.0	20+564	15.2
13+180	16.5	20+727	16.5
13+944	16.8	20+859	16.5
14+057	15.2	20+980	19.5
14+602	22.9	21+370	16.5
14+903	16.8	21+410	16.5
15+128	18.3	11+860 Lt	12.2
15+948	20.1		
16+095	15.2		
16+275	16.5		
16+371	17.1		
17+110	14.0		
17+134	18.3		
17+351	18.3		

ITEM 603.199 600 MM CULVERT PIPE OPTION III

All lengths are estimates and may be adjusted in order to fit the existing and proposed conditions.

STATION	LENGTH
20+240	17.1

CONSTRUCTION NOTES

ITEM 605.09 150 MM UNDERDRAIN TYPE B

There is a spring hole at Station 19+550 that will require underdrain to divert water away from the road. Any other similar spring will receive a similar treatment.

ITEM 606.17 GUARDRAIL TYPE 3C - SINGLE RAIL

STATION	STATION	SIDE	METER
16+439.54	16+458.59	LT.	19.05
16+439.54	16+458.59	RT.	19.05
16+491.31	16+510.36	LT.	19.05
16+491.31	16+510.36	RT.	19.05

All of the following guardrail will require 8' posts. In addition, see the Buried-in-Backslope End Treatment detail.

20+936	20+990	RT.	54
20+960	21+036	LT.	76

ITEM 606.1722 BRIDGE TRANSITION TYPE 2

STATION	STATION	SIDE	EACH
16+458.59	16+462.40	LT.	1
16+458.59	16+462.40	RT.	1
16+487.50	16+491.31	LT.	1
16+487.50	16+491.31	RT.	1

ITEM 606.178 GUARDRAIL BEAM

STATION	STATION	SIDE	LENGTH
20+964	20+975	LT.	11.43

To be used in conjunction with the Buried-in-Backslope End Treatment. See Detail. Because of all of the incidental work associated with this item, it will be paid as a plan quantity.

ITEM 606.231 G.R. TYPE 3C - 4.5 M RADIUS OR LESS

STATION	STATION	SIDE	LENGTH	
20+990	20+992.5	RT.	3.81 M	Trailing end
21+036	21+038.5	LT.	3.81 M	Trailing end

CONSTRUCTION NOTES

ITEM 606.232 G.R. TYPE 3C – OVER 4.5 M RADIUS

STATION	STATION	SIDE	LENGTH	
20+992.5	20+995	RT.	3.81 M	Trailing end
21+038.5	21+041	LT.	3.81 M	Trailing end

ITEM 606.265 TERMINAL END - SINGLE RAIL – GALV. STEEL

STATION	SIDE	EACH
20+995	RT.	1
21+041	LT.	1

ITEM 606.35 GUARDRAIL DELINEATOR POST

To be installed in conjunction with the 350's and radiuses.

ITEM 606.47 SINGLE WOOD POST

To be used for mail box posts.

ITEM 606.754 WIDEN SHOULDER FOR 350 FLARED TERMINAL

STATION	STATION	SIDE	
16+408.11	16+439.54	LT.	Leading End
16+408.11	16+439.54	RT.	Leading End
16+507.70	16+539.13	LT.	Trailing End
16+507.70	16+539.13	RT.	Trailing End
20+903	20+936	RT.	Leading End

ITEM 606.79 GUARDRAIL 350 FLARED TERMINAL

STATION	STATION	SIDE	
16+428.11	16+439.54	LT.	Leading End
16+428.11	16+439.54	RT.	Leading End
16+510.36	16+521.79	LT.	Trailing End
16+510.36	16+521.79	RT.	Trailing End
20+925	20+936	RT.	Leading End

CONSTRUCTION NOTES

ITEM 607.10 BARBED WIRE FENCE – WOOD POSTS

STATION 12+300 TO 12+400 – Replace Existing at New Offset.
All fence to have two barbed wire strands and two electric strands similar to the existing fence.

ITEM 609.31 CURB TYPE 3

STATION	STATION	SIDE	METERS
10+670	10+710	LT.	40
14+680	14+700(Paved Island, See Detail)		50
16+540	16+580	LT.	40
20+892	20+958	LT.	66

ITEM 609.311 SPECIAL CURB - CAPE COD DESIGN

STATION	STATION	SIDE	METERS
14+645	14+745	RT.	100
16+122	16+174	LT.	52
16+782	16+815	LT.	33
16+798	16+832	RT.	34
16+832	16+862	LT.	30
16+849	16+863	RT.	14
16+872	16+890	RT.	18
16+876	16+906	LT.	30
16+896	16+917	RT.	21
16+915	16+981	LT.	66
16+926	16+942	RT.	16
16+952	16+963	RT.	11
16+986	17+014	LT.	28
16+969	17+004	RT.	35

ITEM 610.08 PLAIN RIP RAP

Cross pipes and extensions will receive a riprap end treatment at inlet and outlets as directed by the Resident.

ITEM 610.18 STONE DITCH PROTECTION

STATION	STATION	SIDE	LENGTH
14+746	14+784	LT.	38
14+746	14+784	RT.	38
16+510	16+573	LT.	63
16+539	16+565	RT.	26

CONSTRUCTION NOTES

16+642	16+775	LT.	133
16+654	16+785	RT.	131
20+958	20+974	LT.	16
17+004	17+092	RT.	88
21+170	21+330	LT.	160
21+141	21+357	RT.	216

ITEM 613.318 EROSION CONTROL BLANKET

Temporary erosion control blanket will be used with the ditching item and with the inslope behind guardrail and driveway radii.

ITEM 615.07 LOAM

To be used in lawn areas, 50mm deep.

ITEM 620.58 EROSION CONTROL GEOTEXTILE

Erosion control geotextile will be used under all riprap and stone ditch protection. It may be used in the Main Line under the new gravel if existing materials are determined unsuitable.

ITEM 621 LANDSCAPING

The following trees will be planted to replace the removal of trees that were considered significant with regards to landscaping.

Station	Quant.	Species
10+660 Lt	1	Maple
10+660 Lt	1	Crabapple
10+660 Rt	3	White Pine
10+840 Lt	12	Spruce
12+450	3	Maple
13+110	3	Spruce
13+880	1	Oak
14+220	3	Lilac
14+220	2	Crabapple
14+220	3	White Pine
14+260	3	White Pine
16+570	1	Crabapple
16+570	3	Lilac

GENERAL NOTES

1. Trim all tree branches to 6 meters above the pavement and 6.3 meter from centerline. Payment shall be by appropriate equipment rental items.
2. The joint at the beginning of the project shall be sawcut. Payment will be incidental to the contract.
3. Construct Butt Joints at all paved drives and entrances.
4. Any areas on existing shoulders higher than planned finish grade will be excavated to allow a minimum of 100mm of A.S.C.G. Payment will be incidental to shoulder rehabilitation or plan quantity gravel depending on the location.
5. All inslopes shall be graded so that the slope will be 3:1 or flatter from the edge of the pavement.
6. All waste material not used on the project shall be disposed of off the project in waste areas approved by the Resident.
7. Any damage to the slopes caused by the Contractor's equipment, personnel, or operation shall be repaired to the satisfaction of the Resident. All work, equipment and materials required to make repairs shall be at the Contractor's expense.
8. All Gravel placed within the ditchlines of Route 126 and the Cooper road will be paid **PLAN QUANTITY**. The contractor is responsible to verify the quantities and adjust his or her bid accordingly. This quantity includes all gravel required to bring roadway and shoulders to design slopes and elevations given with inslopes as shown on the typical sections, gravel to fill pavement milling areas to appropriate grades, variable gravel sections, gravel for excavation areas listing in the construction notes including full construction sections, gravel for alignment change areas, and gravel for extra shoulder width where required. Gravel needed for existing drives, entrances and other side roads will be paid under Item 304.103 A.S.C.G. Truck Measure. All computation methods and quantities used for the Engineer's Estimate are available by contacting the Division #5 Project Manager.
9. Payment for Item 304.103 A.S.C.G. Truck Measure will be based upon the receipt of delivery slips as described in Section 108.1.3 F. Failure to produce delivery slips in accordance to specifications may result in lack of payment
10. All pavement milling areas will be filled with gravel to 25mm below existing centerline grade prior to shutdown on the day the millings are removed. Payment will be under Item 304.104 A.S.C.G. plan quantity.
11. In cut and fill sections, if granular material is needed to maintain traffic during construction the placement and removal shall be incidental to Item 652.39 Work Zone Traffic Control.
12. Within Variable Gravel areas, all sod, tar-penetrated strips and other unsuitable material on the shoulder or mainline shall be removed to the extent required by the Resident (payment incidental to Item 304, gravel).

GENERAL NOTES

13. Within the Overlay Section, it will be required to place two lifts of shim, one from approximately the quarter point out and one full width. The edge of the shim will be considered the edge of the traveled way and shall be required to be backed up if the drop-off is 3" or more.
14. All paved side roads will be constructed with 45mm of 12.5mm HMA base and 30mm of 9.5mm HMA surface, as directed by the Resident Engineer.
15. A one meter (1 m) paved lip shall be placed at all gravel entrances, except woods and field entrances, unless otherwise directed by the Resident.
16. Item # 411.09, Untreated Aggregate Surface Course, may also meet the gradation requirements of Item # 204.20, Add Shoulder Aggregate.
17. Any necessary cleaning of existing pavement prior to paving shall be incidental to the related paving items.
18. All existing paved shoulders and widenings to be resurfaced as directed by the Resident.
19. No existing drainage shall be abandoned, removed or plugged without prior approval of the Resident.
20. The following shall be incidental to the 603 item(s):
 - a. Any cutting of existing culverts and or connectors necessary to install new culvert replacements or extensions
 - b. All pipe excavation including any cutting and removal of pavement
 - c. All ditching at pipe ends
 - d. Furnishing, placing, grading, and compacting of any new gravel and/or fill material including Granular Borrow
 - e. Granular Borrow under the pipe shall meet the requirements for Underwater Backfill
 - f. All work necessary to connect to existing pipes
 - g. Flow lines may be changed by 0.5M
 - h. Any necessary clearing of brush and small trees at culvert ends
 - i. Furnishing, placing, grading, compacting, maintaining, and removal of any gravel or granular borrow used for maintenance of traffic control
 - j. All pipe locations and lengths will be field verified by the resident and a contractor representative. Additional compensation will not be allowed for changes.
21. Where existing excavation in drainage trenches is deemed unusable, a suitable similar or impervious material for backfill will be obtained for use as backfill in drainage trenches to subgrade. Payment will be incidental to 603 Items. Material required to backfill extensions will be paid under Items 304.104 A.S.C.G. Plan Quantity or Item 211.21 Inslope Rehabilitation.

GENERAL NOTES

22. All roadway drainage installation trenches will require 75mm of 12.5mm HMA base pavement the same day as excavation, or as directed by the Resident Engineer. Payment will be made under Item 403.213 HMA 12.5mm HMA.
23. Existing culverts will be cleaned as directed by the Resident Engineer under the appropriate Pay Items.
24. Shoulder shim shall taper to 0mm at the face of existing curb and within 3" of existing guardrail posts.
25. All guardrail removed and not reused will become the property of the Contractor. Removal will be incidental to the 606 Items.
26. Two guardrail delineator posts will be installed at the leading end and one at the trailing end of each run of guardrail. One delineator post will also be installed at each underdrain outlet.
27. 350 Flared Terminal Ends shall be installed concurrently with the placement of each section of beam rail.
28. Holes created by Guardrail removal will be filled and compacted with approved materials as directed by the Resident. Payment to be considered incidental to the guardrail items.
29. Where curb type 3 is installed under guardrail, the maximum reveal shall be 100 mm.
30. Backing up bituminous curb is incidental to the curb items. In areas where new bituminous curb is designated to replace existing, the removal of the old bituminous curb shall be incidental to the new curb. Any required Loam (in lawn areas only) will be as directed by the Resident Engineer and paid under the appropriate contract Items.
31. When ledge is encountered within ditch areas (not areas designated as New Ditch), as much as possible will be removed with a tractor mounted hydraulic hammer. Payment will be made under the items 631.111 Tractor Mounted Hydraulic Hammer and 211.30 Ditch Excavation.
32. No separate payment for Superintendent or Foreman will be made for the supervision of equipment being paid under appropriate rental items.
33. All work shall be done in accordance with the Maine Department of Transportation's Best Management Practices for Erosion Control & Sediment Control, January, 2000, and the Contractor's Approved Soil Erosion and Water Pollution Control Plan.
34. Dust control will not be paid for directly, but will be considered incidental to the contract and the Temporary Soil Erosion and Water Control Plan.
35. MDOT will final stripe the project. The Contractor is responsible for transferring the existing striping pattern to the surface course and shall call the MDOT striping crew at 624-3626 when the project is ready for final striping. The striping patterns supplied are to be used as a guide and should be field checked by the contractor.

GENERAL NOTES

36. Any wintered base pavement will require Temporary Pavement markings of paint, both yellow and white edge lines and will be incidental to Item 627.76 Temporary Pavement Marking Lines, White or Yellow.
37. “Undetermined Locations”, as stated in the Construction Notes, shall be determined by the Resident.
38. Stations referenced in the Construction Notes are approximate.
39. Centerline alignment and super elevations may be adjusted in the field by the Resident. The Contractor will not be allowed additional compensation if field changes are made.
40. When it is necessary to temporarily remove fencing designated to remain, the fencing shall be reset or replaced by the Contractor at their expense in as good condition as it was originally. The Contractor shall be responsible for the confinement of livestock when a portion of the fence is removed.
41. When new fencing for confinement of livestock is required, it shall be erected before the existing fence is disturbed. Where new fencing cannot be erected in its final location, temporary fencing shall be at the Contractor’s expense.
42. Stone walls located in the vicinity of Stations 12+140 to 12+160; 12+420; and 12+480 to 12+600 are considered significant by the Maine Historic Preservation Commission and must be moved away from the road and preserved as directed by the Resident. Payment for the relocation of these walls will be incidental to the Ditching and Inslope Rehabilitation Items.
43. The island shown near Station 14+680 Lt (in front of the St. Denis Church) will be constructed from asphalt curbing. Back filling the curb will be incidental to the curb item. Loam will be placed for the top 4”. Loam will be paid under the Loam Item. Granite pieces will be supplied by the MDOT to build steps and will be placed into the island as directed by the Resident. Reference the Plan View Detail of the area. Payment for placing the granite pieces will be made under the appropriate rental items.
44. Additional cross sections will be made available by contacting the Division 5 MDOT office in Rockland. Sub-surface borings will also be made available. Please contact Sterling Paul.

GENERAL OUTLINE OF WORK

- Section A: Station 10+240 to 10+830 - Vertical Alignment Change Only
 - Remove the existing pavement for use as PM-RAP as described in the 310 specification. Gravel must be placed within 25mm of the original pavement grade by the end of the day as stated in the General Notes. All sod, tar-penetrated strips and other unsuitable material on the shoulder or mainline shall be removed to the extent required by the Resident (payment incidental to Item 304, gravel). Add gravel to obtain the required centerline elevation and cross slope for the entire roadway and shoulder width. Place PM-RAP (75mm), binder (40mm) and surface (30mm). Ditching will be paid as Item 203.2001, Common Excavation Plan Quantity. Saw cut the joint at station 10+240 with payment incidental to the contract.
- Section B: Station 10+830 to 11+290 - No Significant Horizontal or Vertical Alignment Changes
 - Rehabilitate the shoulder as per the 204 specifications and the typical sections. Remove the existing pavement for use as PM-RAP as described in the 310 specification. Gravel must be placed within 25mm of the original pavement grade by the end of the day as stated in the General Notes. Add gravel to restore the original centerline elevation and the required cross slope for the entire roadway and shoulder width. Place PM-RAP (75mm), binder (40mm) and surface (30mm). The new centerline elevation should be 145mm higher than the original. Ditching and In-Slope rehabilitation shall be performed and paid for under appropriate items as needed.
- Section C: Station 11+290 to 11+340 - Vertical Alignment Change Only
 - Similar to Section A above.
- Section D: Station 11+340 to 11+420 - Full Depth Excavation
 - Remove the existing pavement for use as PM-RAP as described in the 310 specification. Gravel must be placed within 25mm of the original pavement grade by the end of the day as stated in the General Notes. Remove any undesirable material from the shoulder areas (payment incidental to the gravel item). Add borrow, or excavate, to required sub-grade and cross slope. Add two feet of gravel. Place PM-RAP (75mm), binder (40mm) and surface (30mm). Ditching will be paid as Item 203.2001, Common Excavation Plan Quantity.
- Section E: Station 11+420 to 11+440 - Vertical Alignment Change Only
 - Similar to Section A above.
- Section F: Station 11+440 to 11+570
 - Do not remove any pavement. Place 30mm of surface pavement, Item 403.210. Taper the shoulders to 0 at 3" off the guardrail posts.
- Section G: Station 11+570 to 11+780 - Vertical Alignment Change Only

GENERAL OUTLINE OF WORK

- Similar to Section A above, except for station 11+640 to 11+720 which will be full depth excavation similar to Section B above.
- Section H: Station 11+780 to 12+560 - No Significant Horizontal or Vertical Alignment Changes
 - Similar to Section B above.
 - There is a shift of the proposed alignment through this area. The scope of work and pay items will still be as described in Section B above.
- Section I: Station 12+560 to 12+620 - Vertical Alignment Change Only
 - Similar to Section A above.
- Section J: Station 12+620 to 12+840 - Horizontal Realignment (See Details)
 - Remove the existing pavement for use as PM-RAP as described in the 310 specification. Clear all vegetation for a minimum of 10.0 meters either side of the new centerline. Payment will be made under the appropriate equipment rental items. Grub out all vegetation and undesirable material. Add borrow or excavate to required sub-grade and cross slope. Add two feet of gravel. Place PM-RAP (75mm), binder (40mm) and surface (30mm). Ditching will be paid as Item 203.2001, Common Excavation Plan Quantity.
 - Build the extension of Libby Lane to meet the new alignment at station 12+720 Lt. Add borrow or excavate to the required sub-grade as shown on the profile, at a -3% cross slope. Add a new 450mm Option III cross pipe within the ditch line of Route 126. Add two feet of gravel. Place binder (45mm) and surface (30mm). Shape ditches to fit surrounding ground. Ditching and In-Slope rehabilitation along the new section of the side road shall be performed and paid for under appropriate items as needed.
- Section K: Station 12+840 to 13+490 - Vertical Alignment Change Only
 - Similar to Section A above.
- Section L: Station 13+490 to 14+250 - No Significant Horizontal or Vertical Alignment Changes
 - Similar to Section B above.
- Section M: Station 14+250 to 14+340 - Vertical Alignment Change Only
 - Similar to Section A above.
- Section N: Station 14+340 to 14+720 - Full Depth Excavation
 - Similar to Section D above. Contains the intersection to the Cooper Road. See plan views for details.
- Section O: Station 14+720 to 15+300 - Vertical Alignment Change Only
 - Similar to Section A above.
- Section P: Station 15+300 to 16+700 - Overlay Section with No Significant Horizontal or Vertical Alignment Changes

GENERAL OUTLINE OF WORK

- Place shim to the given cross slopes. Rehabilitate shoulders as per the 204 specification and the typical sections. Place a 30mm wearing surface and 50mm shoulder pavement, as per the typical sections.
- Build shoulders to 1.8 meters for station 15+296 to 15+976 left and station 15+389 to 15+991 right.
- Remove the Western most “dogleg” of the Townhouse Road. Remove the existing pavement for use as PM-RAP as described in the 310 specification. Excavate material to slope the ground away from the Townhouse Road. Payment for excavation will be made under the appropriate equipment rental items. See plan view for details.
- Section Q: Station 16+700 to 17+140 - Overlay Section with No Significant Horizontal or Vertical Alignment Changes
 - Mill the existing pavement to the depths and cross slopes as directed in the field. Place shim and surface as described in Section P above. Build shoulders to 1.5 meters and place Cape Cod style curbing as shown in the typical sections.
- Section R: Station 17+140 to 19+180 - Overlay Section with No Significant Horizontal or Vertical Alignment Changes
 - Similar to Section P above.
- Section S: Station 19+180 to 19+320 - Vertical Alignment Change Only
 - Similar to Section A above.
- Section T: Station 19+320 to 19+660 - Full Depth Excavation
 - Similar to Section D above.
- Section U: Station 19+660 to 20+230 - Vertical Alignment Change Only
 - Similar to Section A above.
- Section V: Station 20+230 to 21+620 - No Significant Horizontal or Vertical Alignment Changes
 - Similar to Section B above.

Note: Plans, Cross-Sections, and Computations are available at the Division 5 MDOT office in Rockland. Contact Sterling Paul.

State of Maine
Department of Labor
Bureau of Labor Standards
Technical Services Division
Augusta, Maine 04333-0045
Telephone (207) 624-6445

Wage Determination - In accordance with 26 MRSA §1301 et. seq., this is a determination by the Bureau of Labor Standards, of the fair minimum wage rate to be paid laborers and workers employed on the below titled project.

Title of Project ----- Highway Rehabilitation – Reconstruction, Whitefield - Jefferson

Location of Project -- Whitefield, Maine to Jefferson, Maine in Lincoln County

**2003 Fair Minimum Wage Rates
Highway & Earthwork Lincoln County**

<u>Occupation Title</u>	<u>Median Wage</u>	<u>Median Benefit</u>	<u>Total</u>	<u>Occupation Title</u>	<u>Median Wage</u>	<u>Median Benefit</u>	<u>Total</u>
Asphalt Raker	\$10.76	\$0.00	\$10.76	Laborer - Skilled	\$10.04	\$2.38	\$12.42
Backhoe Loader Operator	\$12.00	\$1.08	\$13.08	Loader Op, Front-End	\$11.50	\$1.74	\$13.24
Bulldozer Operator	\$13.00	\$2.88	\$15.88	Mechanic - Maintenance	\$13.00	\$1.95	\$14.95
Cement Mason/Finisher	\$16.00	\$0.00	\$16.00	Paver, Bituminous	\$12.00	\$0.26	\$12.26
Crusher Plant Operator	\$14.15	\$3.25	\$17.40	Pipe/Stm/Sprkler Fitter	\$16.40	\$5.73	\$22.13
Driller, Rock	\$12.72	\$3.05	\$15.77	Pipelayer	\$12.29	\$1.72	\$14.01
Excavator Operator	\$13.75	\$2.53	\$16.28	Roller Operator, Earth	\$15.00	\$3.74	\$18.74
Flagger	\$7.50	\$0.00	\$7.50	Roller Operator, Pavement	\$12.50	\$0.85	\$13.35
Grader/Scraper Operator	\$14.00	\$3.40	\$17.40	Truck Driver, Medium	\$10.00	\$0.00	\$10.00
Hgway Wrkr/Guardrail Inst	\$10.44	\$0.00	\$10.44	Truck Driver, Heavy	\$10.00	\$0.27	\$10.27
Hot Top Plant Operator	\$13.75	\$1.84	\$15.59	Truck Driver, Tractor Trlr	\$11.50	\$2.35	\$13.85
Laborers/Helper/Tender	\$9.00	\$0.22	\$9.22	Truck Driver, Mixer, Cemnt	\$11.00	\$0.00	\$11.00

If any specific occupation is not listed in this determination, there has been no fair minimum wage determined by the Bureau of Labor Standards and there will be none in effect for this project.

Welders are classified in the trade to which the welding is incidental.

Apprentices - The minimum wage rate for registered apprentices are those set forth in the standards and policies of the Maine State Apprenticeship and Training Council for approved apprenticeship programs.


Posting of Schedule - Posting of this schedule is required in accordance with 26 MRSA §1301 et. seq., by any contractor holding a State contract for construction valued at \$10,000 or more and any subcontractors to such a contractor.

Appeal - Any person affected by the determination of these rates may appeal to the Commissioner of Labor by filing a written notice with the Commissioner stating the specific grounds of the objection within ten (10) days from the filing of these rates with the Secretary of State.

Determination No: HI-052-2003
Filing Date: September 25, 2003
Expiration Date: 12-31-2003

A true copy

Attest:



Michael V. Frett
Director
Bureau of Labor Standards

GENERAL DECISION ME030009 06/13/03 ME9
General Decision Number ME030009

Superseded General Decision No. ME020009

State: Maine

Construction Type:
HIGHWAY

County(ies):

AROOSTOOK	KNOX	SAGADAHOC
FRANKLIN	LINCOLN	SOMERSET
HANCOCK	OXFORD	WALDO
KENNEBEC	PISCATAQUIS	YORK

HIGHWAY CONSTRUCTION PROJECTS excluding major bridging (for example: bascule, suspension and spandrel arch bridges; those bridging waters presently navigating or to be navigatable; and those involving marine construction in any degree); tunnels, building structures in rest area projects and railroad construction.

Modification Number	Publication Date
0	06/13/2003

COUNTY(ies):

AROOSTOOK	KNOX	SAGADAHOC
FRANKLIN	LINCOLN	SOMERSET
HANCOCK	OXFORD	WALDO
KENNEBEC	PISCATAQUIS	YORK

ENGI0004V 04/01/2003

	Rates	Fringes
POWER EQUIPMENT OPERATORS:		
Pavers	16.51	6.00
Rollers	16.51	6.00

SUME4024A 10/24/2000

	Rates	Fringes
CARPENTERS	11.60	1.51
IRONWORKERS		
Structural	12.03	1.58
LABORERS		
Drillers	10.00	2.50
Flaggers	6.00	
Guardrail Installers	7.92	
Landscape	7.87	.16
Line Stripper	8.69	.23
Pipelayers	9.21	2.31
Rakers	9.00	1.51
Sign Erectors	10.00	
Unskilled	8.66	1.38
Wheelman	8.50	.43

POWER EQUIPMENT OPERATORS
Backhoes

11.87	2.05
-------	------

Bulldozers	12.33	2.88
Cranes	14.06	1.75
Excavators	12.38	2.48
Graders	13.06	3.73
Loaders	11.41	2.87
Mechanics	13.18	2.57
TRUCK DRIVERS		
Dump	9.35	3.10
Tri axle	8.70	1.18
Two axle	8.56	2.19

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

=====

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR 5.5(a)(1)(ii)).

In the listing above, the "SU" designation means that rates listed under that identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
 Wage and Hour Division
 U. S. Department of Labor
 200 Constitution Avenue, N. W.
 Washington, D. C. 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request

review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N. W.
Washington, D. C. 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U. S. Department of Labor
200 Constitution Avenue, N. W.
Washington, D. C. 20210

4.) All decisions by the Administrative Review Board are final.
END OF GENERAL DECISION

SPECIAL PROVISION
CONSTRUCTION AREA

A Construction Area located in the **Town of Whitefield** has been established by the Maine Department of Transportation in accordance with provisions of Title 29, Section 1703, Maine Revised Statutes Annotated.

The section of highway under construction in Lincoln County, project STP-1065(400)X is located on Route 126, beginning 0.02 km (0.01 mi) easterly of Route 218 and extending easterly 2.06 km (1.28 mi) to 0.48 km (0.30 mi) westerly of the Whitefield /Jefferson town line.

The State Department of Transportation or the State's Engineer may issue permits for stated periods of time for moving construction equipment without loads, low-bed trailers with overloads, over-height, over-width or over-length equipment or materials over all State maintained sections described in the "Construction Area" above and in addition may issue permits for stated periods of time for moving overweight vehicles and loads over the section described in (a) above. The right to revoke such a permit at any time is reserved by the State Department of Transportation and the issuance of such permits shall be subject to any Special Provisions or Supplemental Specifications written for this project.

A Temporary Permit for each move may be issued by the State Department of Transportation or the State's Engineer for moving Contractor's construction equipment used on the project which exceeds the legal limits (shovels, bulldozers, etc.) to sources of construction material over highways maintained by the State reasonably within the area of the project.

The Municipal Officers for the **Town of Whitefield** agreed that a permit will be issued to the Contractor for the purpose of hauling loads in excess of the limits as specified in Title 29, Maine Revised Statutes Annotated, on the town ways as described in the "Construction Area" and that single move permits will be issued for moving Contractor's construction equipment used on the project which exceeds the legal limits (shovels, bulldozers, etc.) to sources of construction material over town ways reasonably within the area of the project.

In the event it is necessary to transport gravel, borrow, or other construction material in legally registered vehicles carrying legal loads over town ways, a Contractor's Bond of not more than Nine Thousand (\$9,000.00) per kilometer of traveled length may be required by the town, the exact amount of said bond to be determined prior to use of any town way.

The maximum speed limits for trucks on any town way will be forty (40) km per hour [25 mph], unless a higher legal limit is specifically agreed upon in writing by the Municipal Officers concerned.

PIN 10210.00 &
STP-1065(400)X

SPECIAL PROVISION
CONSTRUCTION AREA

A Construction Area located in the **Towns of Whitefield and Jefferson** has been established by the Maine Department of Transportation in accordance with provisions of Title 29, Section 1703, Maine Revised Statutes Annotated.

The section of highway under construction in Lincoln County, PIN 10210.00 is located on Route 126, beginning at the Pittston/Whitefield town line and extending easterly to 0.02 km (0.01 mi) East of the Southerly intersection of Route 218; then [skipping 2.06 km (1.28 mi) Project STP-1065(400)X]; then extending easterly 2.44 km (1.52 mi) to the Northern Junction of Route 215. Total length of PIN 10210.00 being 9.32 km (5.79 mi). Total length of both projects 11.38 km (7.07 mi).

The State Department of Transportation or the State's Engineer may issue permits for stated periods of time for moving construction equipment without loads, low-bed trailers with overloads, over-height, over-width or over-length equipment or materials over all State maintained sections described in the "Construction Area" above and in addition may issue permits for stated periods of time for moving overweight vehicles and loads over the section described in (a) above. The right to revoke such a permit at any time is reserved by the State Department of Transportation and the issuance of such permits shall be subject to any Special Provisions or Supplemental Specifications written for this project.

A Temporary Permit for each move may be issued by the State Department of Transportation or the State's Engineer for moving Contractor's construction equipment used on the project which exceeds the legal limits (shovels, bulldozers, etc.) to sources of construction material over highways maintained by the State reasonably within the area of the project.

The Municipal Officers for the **Towns of Whitefield and Jefferson** agreed that a permit will be issued to the Contractor for the purpose of hauling loads in excess of the limits as specified in Title 29, Maine Revised Statutes Annotated, on the town ways as described in the "Construction Area" and that single move permits will be issued for moving Contractor's construction equipment used on the project which exceeds the legal limits (shovels, bulldozers, etc.) to sources of construction material over town ways reasonably within the area of the project.

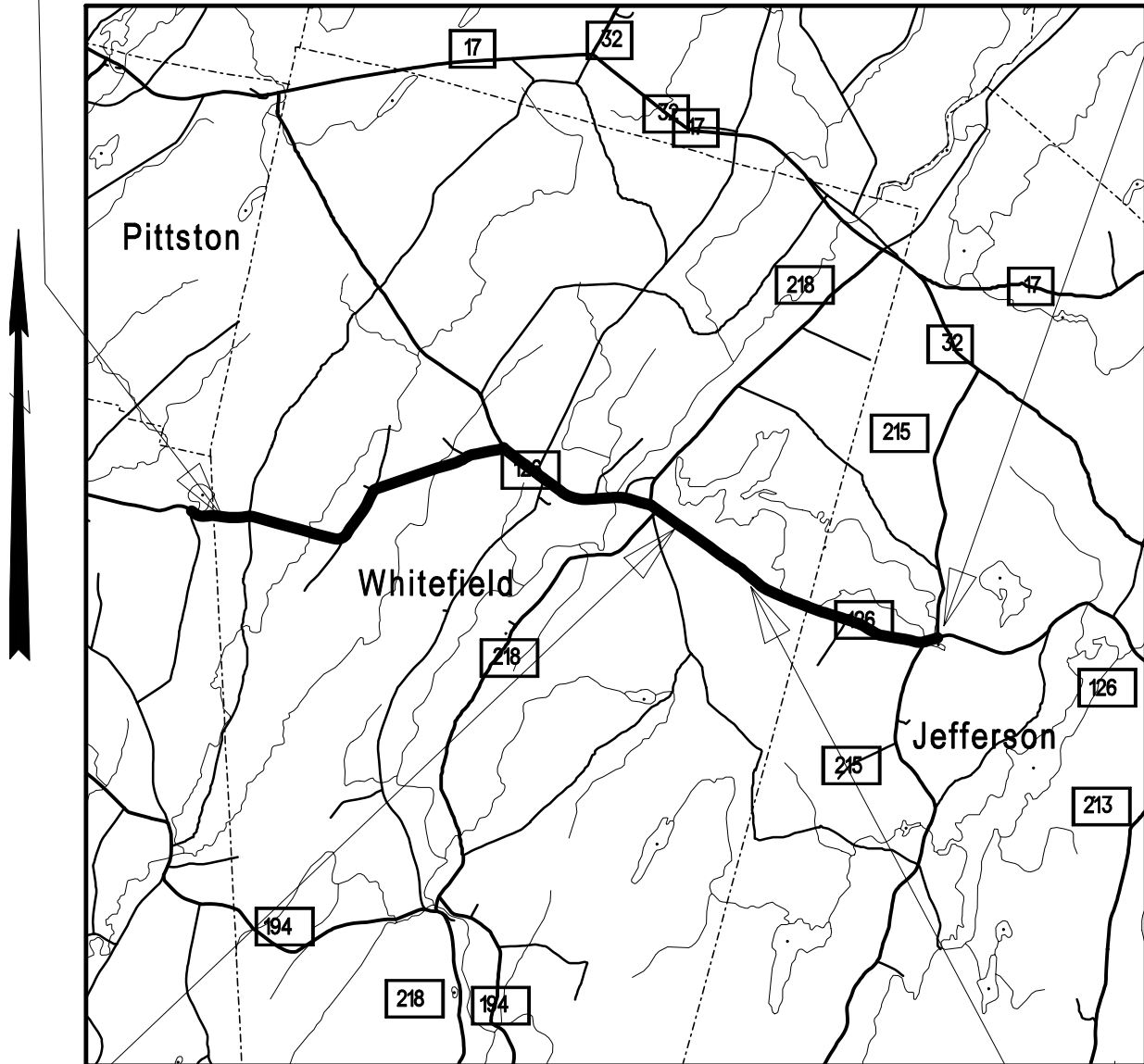
In the event it is necessary to transport gravel, borrow, or other construction material in legally registered vehicles carrying legal loads over town ways, a Contractor's Bond of not more than Nine Thousand (\$9,000.00) per kilometer of traveled length may be required by the town, the exact amount of said bond to be determined prior to use of any town way.

The maximum speed limits for trucks on any town way will be forty (40) km per hour [25 mph], unless a higher legal limit is specifically agreed upon in writing by the Municipal Officers concerned.

PIN 10210.00

Begin Project Sta 10+290

End Project Sta 21+620



STP 1065(400)X

Begin Project Sta 17+120

End Project Sta 19+180

LOCATION MAP



Scale in Kilometers

SPECIAL PROVISION
CONSTRUCTION AREA

Title 29A, M.R.S.A., Subsection 2383. Overlimit movement permits

1. Overlimit movement permits issued by State. The Secretary of State, acting under guidelines and advice of the Commissioner of Transportation, may grant permits to move non-divisible objects having a length, width, height or weight greater than specified in this Title over a way or bridge maintained by the Department of Transportation.
2. Permit Fee. The Secretary of State, with the advice of the Commissioner of Transportation, may set the fee for these permits, at not less than \$3, nor more than \$15, based on weight, height, length and width.
3. County and municipal permits. A permit may be granted, for a reasonable fee, by county commissioners or municipal officers for travel over a way or bridge maintained by that county or municipality.
4. Permits for weight. A vehicle granted a permit for excess weight must first be registered for the maximum gross vehicle weight allowed for that vehicle.
5. Special mobile equipment. The Secretary of State may grant a permit, for no more than one year, to move pneumatic-tire equipment under its own power, including Class A and Class B special mobile equipment, over ways and bridges maintained by the Department of Transportation. The fee for that permit is \$15 for each 30-day period.
6. Scope of permit. A permit is limited to the particular vehicle or object to be moved and particular ways and bridges.
7. Construction permits. A permit for a stated period of time may be issued for loads and equipment employed on public way construction projects, United States Government projects or construction of private ways, when within construction areas established by the Department of Transportation. The Permit:
 - A. Must be procured from the municipal officers for a construction area within that municipality;
 - B. May require the Contractor to be responsible for damage to ways used in the construction areas and may provide for:
 - (1) Withholding by the agency of the work of final payment under contract; or
 - (2) The furnishing of a bond by the Contractor to guarantee suitable repair or payment of damages.
 - C. May be granted by the Department of Transportation or by the state engineer in charge of the construction contract; and
 - D. For construction areas, carries no fee and does not come within the scope of this section.
8. Gross vehicle weight permits. The following may grant permits to operate a vehicle having a gross vehicle weight exceeding the prescribed limit:

- A. The Secretary of State, with the consent of the Department of Transportation, for state and state aid highways and bridges within city or compact village limits;
 - B. Municipal officers, for all other ways and bridges within that city and compact village limits; and
 - C. The county commissioners, for county roads and bridges located in unorganized territory.
9. Pilot vehicles and state police escorts. Pilot vehicles required by a permit must be equipped with warning lights and signs as required by the Secretary of State with the advice of the Department of Transportation.

Warning lights may only be operated and lettering on the signs may only be visible on a pilot vehicle while it is escorting on a public way a vehicle with a permit.

The Secretary of State shall require a State Police escort for a single vehicle or a combination of vehicles of 125 feet or more in length or 16 feet or more in width. The Secretary of State, with the advice of the Commissioner of Transportation, may require vehicles of lesser dimensions to be escorted by the State Police.

The Bureau of State Police shall establish a fee for State Police escorts.

All fees collected must be used to defray the cost of services provided.

With the advice of the Commissioner of Transportation and the Chief of the State Police, the Secretary of State shall establish rules for the operation for the operation of pilot vehicles.

10. Taxes paid. A permit for a mobile home may not be granted unless the applicant provides reasonable assurance that all property taxes, sewage disposal charges and drain and sewer assessments applicable to the mobile home, including those for the current tax year, have been paid or that the mobile home is exempt from those taxes.

1993, c. 683, § S-2, eff. January 1, 1995.

Historical and Statutory Notes

Derivation:

R.S. 1954, c. 22 § 98
Laws 1955, c. 389
Laws 1967, c. 3.
Laws 1971, c. 593, § 22.
Laws 1973, c. 213.
Laws 1975, c. 130, §
Laws 1975, c. 319, § 2

Laws 1977, c. 73, § 5.
Laws 1981, c. 413.
Laws 1985, c. 225, § 1
Laws 1987, c. 52.
Laws 1987, 781, § 3.
Laws 1989, c. 866, § B-13.
Laws 1991, c. 388, § 8.
Laws 1993, c. 683, § A-1.
Former 29 M.R.S.A. § 2382.

Cross Reference

Collection by Secretary of State, See 29-A
M.R.S.A. § 154.

SPECIAL PROVISION
CORRECTIONS, ADDITIONS AND REVISIONS
Standard Specifications - Revision of December 2002

SECTION 101
CONTRACT INTERPRETATION

101.2 Definitions - Closeout Documentation

Replace the sentence “A letter stating the amount..... DBE goals.” with “DBE Goal Attainment Verification Form”

SECTION 102
DELIVERY OF BIDS
(Location and Time)

102.7.1 Location and Time

Add the following sentence “As a minimum, the Bidder will submit a Bid Package consisting of the Notice to Contractors, the completed Acknowledgement of Bid Amendments & Submission of Bid Bond Validation Number form, the completed Schedule of Items, 2 copies of the completed Agreement, Offer, & Award form, a Bid Bond or Bid Guarantee, and any other Certifications or Bid Requirements listed in the Bid Book.”

SECTION 103
AWARD AND CONTRACTING

103.3.1 Notice and Information Gathering

Change the first paragraph to read as follows: “After Bid Opening and as a condition for Award of a Contract, the Department may require an Apparent Successful Bidder to demonstrate to the Department’s satisfaction that the Bidder is responsible and qualified to perform the Work.”

SECTION 105
GENERAL SCOPE OF WORK

105.6.2 Contractor Provided Services

Change the first paragraph by the addition of the following as the second sentence: “The Contractor is also responsible for providing construction centerline, or close reference points, for all Utility Facilities relocations and adjustments as necessary to complete the Work.”

SECTION 106 QUALITY

106.6 Acceptance Add the following to paragraph 1 of A: “This includes Sections 401 - Hot Mix Asphalt, 402 - Pavement Smoothness, and 502 - Structural Concrete - Method A - Air Content.”

Add the following to the beginning of paragraph 3 of A: “For pay factors based on Quality Level Analysis, and”

SECTION 107 TIME

107.3.1 General Add the following: “If a Holiday occurs on a Sunday, the following Monday shall be considered a Holiday. Sunday or Holiday work must be approved by the Department, except that the Contractor may work on Martin Luther King Day, President’s Day, Patriot’s Day, the Friday after Thanksgiving, and Columbus Day without the Department’s approval.”

SECTION 109 CHANGES

109.1.1 Changes Permitted Add the following to the end of the paragraph: “There will be no adjustment to Contract Time due to an increase or decrease in quantities, compared to those estimated, except as addressed through Contract Modification(s).”

109.1.2 Substantial Changes to Major Items Add the following to the end of the paragraph: “Contract Time adjustments may be made for substantial changes to Major Items when the change affects the Critical Path, as determined by the Department”

SECTION 402 PAVEMENT SMOOTHNESS

Add the following:

“Projects to have their pavement smoothness analyzed in accordance with this Specification will be so noted in Special Provision 403 - Bituminous Box.”

“402.02 Lot Size Lot size for smoothness will be 1000 lane-meters [3000 lane-feet]. A subplot will consist of 20 lane-meters [50 lane-feet]. Partial lots will be included in the previous lot if less than one-half the size of a normal lot. If greater than one-half the normal lot size, it will be tested as a separate lot.”

SECTION 502 STRUCTURAL CONCRETE

502.0502 Quality Assurance Method A - Rejection by Resident Change the first sentence to read: “For an individual subplot with test results failing to meet the criteria in Table #1, or if the calculated pay factor for Air Content is less than 0.80.....”

502.0503 Quality Assurance Method B - Rejection by Resident Change the first sentence to read: “For material represented by a verification test with test results failing to meet the criteria in Table #1, the Department will.....”

502.0505 Resolution of Disputed Acceptance Test Results Combine the second and third sentence to read: “Circumstances may arise, however, where the Department may”

SECTION 535 PRECAST, PRESTRESSED CONCRETE SUPERSTRUCTURE

535.02 Materials Change “Steel Strand for Concrete Reinforcement” to “Steel Strand”

535.26 Lateral Post-Tensioning Replace the first paragraph; “A final tension...” with “Overstressing strands for setting losses cannot be accomplished for chuck to chuck lengths of 7.6 m [25 ft] and less. In such instances, refer to the Plans for all materials and methods. Otherwise, post-tensioning shall be in accordance with PCI standards and shall provide the anchorage force noted in the Plans. The applied jacking force shall be no less than 100% of the design jacking force.”

SECTION 604 MANHOLES, INLETS, AND CATCH BASINS

604.02 Materials Add the following:

“Tops and Traps	712.07
Corrugated Metal Units	712.08
Catch Basin and Manhole Steps	712.09”

SECTION 615 LOAM

615.02 Materials Make the following change:

<u>Organic Content</u>	<u>Percent by Volume</u>
Humus	“5% - 10%”, as determined by Ignition Test

SECTION 618 SEEDING

618.01 Description Change the first sentence to read as follows: “This work shall consist of furnishing and applying seed” Also remove “,and cellulose fiber mulch” from 618.01(a).

618.03 Rates of Application In 618.03(a), remove the last sentence and replace with the following: “These rates shall apply to Seeding Method 2, 3, and Crown Vetch.”

618.09 Construction Method In 618.09(a) 1, sentence two, replace “100 mm [4 in]” with “25 mm [1 in] (Method 1 areas) and 50 mm [2 in] (Method 2 areas)”

SECTION 620 GEOTEXTILES

620.03 Placement Section (c)

Title: Replace “Non-woven” in title with “Erosion Control”.

First Paragraph: Replace first word “Non-woven” with “Woven monofilament”.

Second Paragraph: Replace second word “Non-woven” with “Erosion Control”.

620.07 Shipment, Storage, Protection and Repair of Fabric Section (a)

Replace the third sentence with the following: “Damaged geotextiles, as identified by the Resident, shall be repaired immediately.”

620.09 Basis of Payment

Pay Item 620.58: Replace “Non-woven” with “Erosion Control”

Pay Item 620.59: Replace “Non-woven” with “Erosion Control”

SECTION 626 HIGHWAY SIGNING

626.034 Concrete Foundations

Add to the following to the end of the second paragraph: “Pre-cast and cast-in-place foundations shall be warranted against leaning and corrosion for two years after the project is completed. If the lean is greater than 2 degrees from normal or the foundation is spalling within the first two years, the Contractor shall replace the foundation at no extra cost.”

SECTION 637 DUST CONTROL

637.06 Basis of Payment Add the following after the second sentence of the third paragraph: “Failure by the Contractor to follow Standard Specification or Special Provision - Section 637

and/or the Contractor's own Soil Erosion and Pollution Control Plan concerning Dust Control and/or the Contractor's own Traffic Control Plan concerning Dust Control and/or visible evidence of excessive dust problems, as determined by the Resident, will result in a reduction in payment, computed by reducing the Lump Sum Total by 5% per occurrence per day. The Department's Resident or any other representative of the Department reserves the right to suspend the work at any time and request a meeting to discuss violations and remedies. The Department shall not be held responsible for any delay in the work due to any suspension under this item. Additional penalties may also be assessed in accordance with Special Provision 652 - Work Zone Traffic Control and Standard Specification 656 - Temporary Soil Erosion and Water Pollution Control."

SECTION 656

TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL

656.5.1 If Pay Item 656.75 Provided Replace the second paragraph with the following: "Failure by the Contractor to follow Standard Specification or Special Provision - Section 656 and/or the Contractor's own Soil Erosion and Pollution Control Plan will result in a reduction in payment, computed by reducing the Lump Sum Total by 5% per occurrence per day. The Department's Resident or any other representative of the Department reserves the right to suspend the work at any time and request a meeting to discuss violations and remedies. The Department shall not be held responsible for any delay in the work due to any suspension under this item."

SECTION 709

REINFORCING STEEL AND WELDED STEEL WIRE FABRIC

709.03 Steel Strand Change the second paragraph from "...shall be 12mm [½ inch] AASHTO M203M/M203 (ASTM A416/A416M)..." to "...shall be 15.24 mm [0.600 inch] diameter AASHTO M203 (ASTM A416)..."

SECTION 712

MISCELLANEOUS HIGHWAY MATERIALS

Add the following:

"712.07 Tops, and Traps These metal units shall conform to the plan dimensions and to the following specification requirements for the designated materials.

Gray iron castings shall conform to the requirements of AASHTO M105, Class 30, unless otherwise designated.

Carbon steel castings shall conform to the requirements of AASHTO M103/M103M. Grade shall be 450-240 [65-35] unless otherwise designated.

Structural steel shall conform to the requirements of AASHTO M183/M183M or ASTM A283/A283M, Grade B or better. Galvanizing, where specified for these units, shall conform to the requirements of AASHTO M111.

712.08 Corrugated Metal Units The units shall conform to plan dimensions and the metal to AASHTO M36/M36M. Bituminous coating, when specified, shall conform to AASHTO M190 Type A.

712.09 Catch Basin and Manhole Steps Steps for catch basins and for manholes shall conform to ASTM C478M [ASTM C478], Section 13 for either of the following material:

- (a) Aluminum steps- ASTM B221M, [ASTM B211] Alloy 6061-T6 or 6005-T5.
- (b) Reinforced plastic steps Steel reinforcing bar with injection molded plastic coating copolymer polypropylene. Polypropylene shall conform to ASTM D 4101.

712.23 Flashing Lights Flashing Lights shall be power operated or battery operated as specified.

- (a) Power operated flashing lights shall consist of housing, adapters, lamps, sockets, reflectors, lens, hoods and other necessary equipment designed to give clearly visible signal indications within an angle of at least 45 degrees and from 3 to 90 m [10 to 300 ft] under all light and atmospheric conditions.

Two circuit flasher controllers with a two-circuit filter capable of providing alternate flashing operations at the rate of not less than 50 nor more than 60 flashes per minute shall be provided.

The lamps shall be 650 lumens, 120 volt traffic signal lamps with sockets constructed to properly focus and hold the lamp firmly in position.

The housing shall have a rotatable sun visor not less than 175 mm [7 in] in length designed to shield the lens.

Reflectors shall be of such design that light from a properly focused lamp will reflect the light rays parallel. Reflectors shall have a maximum diameter at the point of contact with the lens of approximately 200 mm [8 in].

The lens shall consist of a round one-piece convex amber material which, when mounted, shall have a visible diameter of approximately 200 mm [8 in]. They shall distribute light and not diffuse it. The distribution of the light shall be asymmetrical in a downward direction. The light distribution of the lens shall not be uniform, but shall consist of a small high intensity portion with narrow distribution for long distance throw and a larger low

intensity portion with wide distribution for short distance throw. Lenses shall be marked to indicate the top and bottom of the lens.

(b) Battery operated flashing lights shall be self-illuminated by an electric lamp behind the lens. These lights shall also be externally illuminated by reflex-reflective elements built into the lens to enable it to be seen by reflex-reflection of the light from the headlights of oncoming traffic. The batteries must be entirely enclosed in a case. A locking device must secure the case. The light shall have a flash rate of not less than 50 nor more than 60 flashes per minute from minus 30 °C [minus 20 °F] to plus 65 °C [plus 150 °F]. The light shall have an on time of not less than 10 percent of the flash cycle. The light beam projected upon a surface perpendicular to the axis of the light beam shall produce a lighted rectangular projection whose minimum horizontal dimension shall be 5 degrees each side of the horizontal axis. The effective intensity shall not have an initial value greater than 15.0 candelas or drop below 4.0 candelas during the first 336 hours of continuous flashing. The illuminated lens shall appear to be uniformly bright over its entire illuminated surface when viewed from any point within an angle of 9 degrees each side of the vertical axis and 5 degrees each side of the horizontal axis. The lens shall not be less than 175 mm [7 in] in diameter including a reflex-reflector ring of 13 mm [½ in] minimum width around the periphery. The lens shall be yellow in color and have a minimum relative luminous transmittance of 0.440 with a luminance of 2854° Kelvin. The lens shall be one-piece construction. The lens material shall be plastic and meet the luminous transmission requirements of this specification. The case containing the batteries and circuitry shall be constructed of a material capable of withstanding abuse equal to or greater than 1.21 mm thick steel [No. 18 U.S. Standard Gage Steel]. The housing and the lens frame, if of metal shall be properly cleaned, degreased and pretreated to promote adhesion. It shall be given one or more coats of enamel which, when dry shall completely obscure the metal. The enamel coating shall be of such quality that when the coated case is struck a light blow with a sharp tool, the paint will not chip or crack and if scratched with a knife will not powder. The case shall be so constructed and closed as to exclude moisture that would affect the proper operation of light. The case shall have a weep hole to allow the escape of moisture from condensation. Photoelectric controls, if provided, shall keep the light operating whenever the ambient light falls below 215 lx [20 foot candles]. Each light shall be plainly marked as to the manufacturer's name and model number.

If required by the Resident, certification as to conformance to these specifications shall be furnished based on results of tests made by an independent testing laboratory. All lights are subject to random inspection and testing. All necessary random samples shall be provided to the Resident upon request without cost to the Department. All such samples shall be returned to the Contractor upon completion of the tests.

712.32 Copper Tubing Copper tubing and fittings shall conform to the requirements of ASTM B88M Type A [ASTM B88, Type K] or better.

712.33 Non-metallic Pipe, Flexible Non-metallic pipe and pipe fittings shall be acceptable flexible pipe manufactured from virgin polyethylene polymer suitable for transmitting liquids intended for human or animal consumption.

712.34 Non-metallic Pipe, Rigid Non-metallic pipe shall be Schedule 40 polyvinylchloride (PVC) that meets the requirement of ASTM D1785. Fittings shall be of the same material.

712.341 Metallic Pipe Metallic pipe shall be ANSI, Standard B36.10, Schedule 40 steel pipe conforming to the requirements of ASTM A53 Types E or S, Grade B. End plates shall be steel conforming to ASTM A36/A36M.

Both the sleeve and end plates shall be hot dip galvanized. Pipe sleeve splices shall be welded splices with full penetration weld before galvanizing.

712.35 Epoxy Resin Epoxy resin for grouting or sealing shall consist of a mineral filled thixotropic, flexible epoxy resin having a pot life of approximately one hour at 10°C [50°F]. The grout shall be an approved product suitable for cementing steel dowels into the preformed holes of curb inlets and adjacent curbing. The sealant shall be an approved product, light gray in color and suitable for coating the surface.

712.36 Bituminous Curb The asphalt cement for bituminous curb shall be of the grade required for the wearing course, or shall be Viscosity Grade AC-20 meeting the current requirements of Subsection 702.01 Asphalt Cement. The aggregate shall conform to the requirements of Subsection 703.07. The coarse aggregate portion retained on the 2.36 mm [No. 8] sieve may be either crushed rock or crushed gravel.

The mineral constituents of the bituminous mixture shall be sized and graded and combined in a composite blend that will produce a stable durable curbing with an acceptable texture. Bituminous material for curb shall meet the requirements of Section 403 - Hot Bituminous Pavement.

712.37 Precast Concrete Slab Portland cement concrete for precast slabs shall meet the requirements of Section 502 - Structural Concrete, Class A.

The slabs shall be precast to the dimension shown on the plans and cross section and in accordance with the Standard Detail plans for Concrete Sidewalk Slab. The surface shall be finished with a float finish in accordance with Subsection 502.14(c). Lift devices of sufficient strength to hold the slab while suspended from cables shall be cast into the top or back of the slab.

712.38 Stone Slab Stone slabs shall be of granite from an acceptable source, hard, durable, predominantly gray in color, free from seams which impair the structural integrity and be of

smooth splitting character. Natural color variations characteristic of the deposit will be permitted. Exposed surfaces shall be free from drill holes or indications of drill holes. The granite slabs in any one section of backslope must be all the same finish.

The granite slabs shall be scabble dressed or sawed to an approximately true plane having no projections or depressions over 13 mm [$\frac{1}{2}$ in] under a 600 mm [2 ft] straightedge or over 25 mm [1 in] under a 1200 mm [4 ft] straightedge. The arris at the intersection of the top surface and exposed front face shall be pitched so that the arris line is uniform throughout the length of the installed slabs. The sides shall be square to the exposed face unless the slabs are to be set on a radius or other special condition which requires that the joints be cut to fit, but in any case shall be so finished that when the stones are placed side by side no space more than 20 mm [$\frac{3}{4}$ in] shall show in the joint for the full exposed height.

Liftpin holes in all sides will be allowed except on the exposed face.

SECTION 717 ROADSIDE IMPROVEMENT MATERIAL

717.05 Mulch Binder. Change the third sentence to read as follows:

“Paper fiber mulch may be used as a binder at the rate of 2.3 kg/unit [5 lb/unit].”

SPECIAL PROVISIONS
SECTION 104
Utilities

MEETING

A Pre-construction Utility Conference, as defined in Subsection 104.4.6 of the Standard Specifications is required.

GENERAL INFORMATION

These Special Provisions outline the arrangements that have been made by the Department for utility and/or railroad work to be undertaken in conjunction with this project. The following list identifies all known utilities or railroads having facilities presently located within the limits of this project or intending to install facilities during project construction

Overview:

Utility/Railroad	Aerial	Underground	Railroad
Adelphia Communications	X		
Central Maine Power	X		
Maine Electric Power Company	X		
Maritimes Northeast Pipeline		X	
Verizon	X		

Temporary utility adjustments are **not** anticipated.

All adjustments are to be made by the respective utility/railroad unless otherwise specified herein.

AERIAL

Aerial Utility adjustments are anticipated as part of this project

Summary:

Utility Specific Issues:

The following Utilities have facilities along project limits:

Adelphia Communications Corporation	Dennis White	622-3671
x650		
Central Maine Power Company	Dennis Chadbourne	828-
2860		
CMP has a Letter of Premature Investment Agreement with the Department to complete all required pole relocations before project is started.		
Maine Electric Power Company	Walter Hart	626-
9671		
Maritimes Northeast Pipeline	Don Thompson	737-
8249		

**Verizon
 2021**

Rich Harper

Verizon Pole List:

Existing Pole #	Existing Station	Left/Right		Existing Offset	Proposed Station New Alignment	Left/Right		Proposed Offset	Comments
		LT	RT			LT	RT		
(6)	11+275	X		26.25'					Remove old pole
4					11+449.2		X	23.95	New Pole
(4)	11+466	X		30.5'					Remove old pole
(3 ½)	11+511	X		17'					Remove old pole
3 1/2					11+518.5		X	23.95'	New Pole
37S					11+921		X	75.45'	New Pole
314	15+224		X	23'	15+224		X	23'	Replace pole
315	15+304		X	32.8'	15+304		X	32.8'	Replace pole
34	18+721.3		X	21'	18+721.3		X	21'	New Pole
(34)	18+727.4		X	19.65'					Remove old pole
37	18+939		X	31.2'	18+939		X	31.2'	Replace pole
44	19+420.5		X	22'	19+420.5		X	22'	Replace pole
44-1	19+422	X		22'	19+422	X		22'	Replace pole
45PB	19+472.6		X		19+472.6		X		New push brace CMP Pole
53S					20+154.5	X		22'	New Stub Pole
54	20+238.5		X	24.9'	20+238.5		X	24.9'	Replace pole
57	20+463.6		X	22'	20+463.6		X	22'	Replace pole

Whitefield-Jefferson
 PIN: 10654.00 Level II
 PIN: 10210.00 CHIP

(57S)	20+463	X		24.6'					Remove old pole
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Central Maine Power Pole List:

Existing Pole #	Existing Station	Left/Right		Existing Offset	Proposed Station New Alignment	Left/Right		Proposed Offset	Comments
		LT	RT			LT	RT		
011	09+768.4	X		18'	09+768.4	X		22.9'	
011S	09+768.4		X		09+768.4	X		23'	
010	09+846	X			09+846	X		25'	
010S/31S	09+839		X		09+839		X	22.2'	
09	09+914.4	X			09+914.4	X		23.5'	
08/33	09+986	X		15'	09+986	X		22'	
7/34	10+062	X		15.5'	10+062	X		22'	
6/24/35	10+138	X		16.7'	10+138	X		22'	
4	10+300	X		24'	10+300	X		24'	
3	10+381	X		16'	10+381	X		21'	
2/24/39	10+440	X		19'	10+440	X		22'	
77								21'	
78	10+561.6	X		19.5'				33.5''	
79								21'	
501				19.5'				21'	
502	10+671		X	17.5'	10+671		X	22'	

Whitefield-Jefferson
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503/840/11	10+751	X		17.5'	10+751	X		22'	
504/840/10	10+850	X		19.3'	10+850	X		22'	

Central Maine Power Pole List:

Existing Pole #	Existing Station	Left/Right		Existing Offset	Proposed Station New Alignment	Left/Right		Proposed Offset	Comments
		LT	RT			LT	RT		
505	10+944	X		19.6'	10+944	X		22'	
13			X				X	32'	
14								64.7'	
15								21'	
12	12+010.8		X	18.5'	12+010.8		X	22'	
11/34	12+072		X	14.5'	12+072		X	22'	
10/33	12+136		X	15.2'	12+136		X	22'	
9/32	12+196		X	20.5'	12+196		X	22'	
8/31	12+263		X	17.5'	12+263		X	22'	
7/84/30	12+327		X	15.0	12+327		X	21'	
6/29	12+395		X	13.5'	12+395		X	22'	
5/28 ½	12+449		X	18.3'	12+449		X	21'	
4	12+525.6		X		12+525.6		X	21.6'	
3	12+589.3		X		12+589.3		X	21.5'	
2	12+650.7	X			12+650.7	X		28.4'	

Whitefield-Jefferson
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1	12+700	X			12+700	X		101'	
27S	12+741	X			12+741	X		83	
26	12+814.7		X		12+814.7		X	20.6'	

Central Maine Power Pole List:

Existing Pole #	Existing Station	Left/Right		Existing Offset	Proposed Station New Alignment	Left/Right		Proposed Offset	Comments
		LT	RT			LT	RT		
25	12+887.5		X		12+887.5		X	21'	
24S	12+957.4	X			12+957.4	X		25'	
23/23	13+036		X	15.7'	13+036		X	22'	
22/22	13+104		X	15.7'	13+104		X	21'	
21/21	13+163		X	16.8'	13+163		X	21'	
20	13+320							22'	
19	13+310.3		X					24'	
18	13+383							22'	
17/17	13+468		X	17.7'	13+468		X	22'	
16/16	13+542		X	15.6'	13+542		X	21'	
15/84/15	13+617		X	14.4'	13+617		X	22'	
13/13	13+769		X	16.8'	13+769		X	21'	
13S	13+769	X		17.8'		X		22'	
12/12	13+836		X	14.9'	13+836		X	22'	
10/10	13+988		X	19.0	13+988		X	22'	

Whitefield-Jefferson
 PIN: 10654.00 Level II
 PIN: 10210.00 CHIP

9/9	14+070		X	16.5'	14+070		X	21'	
8/8	14+124		X	17.2'	14+124		X	21'	
6/6	14+271		X	14.7'	14+271		X	21'	

Central Maine Power Pole List:

Existing Pole #	Existing Station	Left/Right		Existing Offset	Proposed Station New Alignment	Left/Right		Proposed Offset	Comments
		LT	RT			LT	RT		
5/5	14+343		X	12.2'	14+343		X	22'	
4/4	14+414		X	15.9'	14+414		X	21'	
3/3	14+484		X	18.7'	14+484		X	22'	
2/2	14+557		X	15.6'	14+557		X	21'	
1.01	14+601	X		14.3'	14+601	X		23.5'	
1S	14+630.6	X			14+630.6	X		28.4'	
1	14+620.8		X	26'	14+620.8		X	26'	
037	14+645	X		42'					
036	14+684.3		X		14+684.3		X	37'	
035	14+724.6		X		14+724.6		X	28'	
034 ½	14+764		X	20'	14+764		X	22'	
034/309 ½	14+821		X	19.7'	14+821		X	22'	
033								22'	
032/311	14+967		X	19.5'	14+967		X	22'	
031			X				X	23'	

030			X				X	24.3'	
272/326/017	16+124		X	16.3'	16+124		X	16.3'	
016	16+180.3		X		16+180.3		X	21.5'	

Central Maine Power Pole List:

Existing Pole #	Existing Station	Left/Right		Existing Offset	Proposed Station New Alignment	Left/Right		Proposed Offset	Comments
		LT	RT			LT	RT		
016.1	16+162.2	X			16+162.2	X		22.4'	
016 ½	16+190		X	18.7'					Remove
015	16+242.2	X			16+242.2	X		24'	
011	16+463	X		13.4'	16+463	X		18.4'	Behind Guardrail
010	16+525	X		18.5'	16+525	X		25.2'	
09S	16+568.5		X		16+568.5		X	24.8'	
09	16+568.5	X			16+568.5	X		22'	
34/34	18+737		X	20'	18+737		X	21'	Move inline
37									Guy in Tree
52/52	20+088		X	20.5'	20+088		X	22'	
<630 NET57/56	20+473		X	17.5'	20+473		X	22'	
66/58	20+533		X	20.4'	20+533		X	22'	
67	20+577		X	20'	20+577		X	22'	
68/60	20+640		X	18.2'	20+640		X	22'	
77S/68S	21+100	X		14.7'	21+100	X		22'	

Whitefield-Jefferson
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78	21+166.4		X		21+166.4		X	29.5'	
79	21+221		X		21+221		X	28'	
80/71	21+274		X	19.3'	21+274		X	24.3'	

Central Maine Power Pole List:

Existing Pole #	Existing Station	Left/Right		Existing Offset	Proposed Station New Alignment	Left/Right		Proposed Offset	Comments
		LT	RT			LT	RT		
81	21+337.2		X		21+337.2		X	30.4'	
82	21+387.2		X		21+387.2		X	33.8'	
82S	21+400	X			21+400	X		41'	
82.1	21+396.6		X		21+396.6		X	98'	
1				19.3'					
84			X					26.9'	
85			X					26.6'	

Summary:

Utility	Pole Set	New Wires/Cables	Trans. Wires/ Cables	Remove Poles	Estimated Working Days
Adelphia		✓	✓	✓	30
CMP	✓	✓	✓	✓	60
Verizon	✓	✓	✓	✓	30
Total:					120

Actual working days are subject to change as they are just an estimate of time for scheduling purposes .

SUBSURFACE

Summary:

Utility	Summary of Work	Estimated Working Days
Maritimes Northeast Pipeline	Mark out location of pipe crossing	1
Total:		1

Utility Specific Issues:

**Maritimes Northeast Pipeline
8249**

Don Thompson

737-

The utility has an underground pipeline that crosses within the project limits, please notify utility (3) three weeks ahead of any excavation so they can mark there facilities.

DIG SAFE

The Contractor shall be responsible for determining the presence of underground utility facilities prior to commencing any excavation work and shall notify utilities of proposed excavation in accordance with M.R.S.A. Title 23 §3360-A, Maine “Dig Safe” System.

MAINTAINING UTILITY LOCATION MARKINGS

The Contractor will be responsible for maintaining the buried utility location markings following the initial locating by the appropriate utility or their designated representative.

**THE CONTRACTOR SHALL PLAN AND CONDUCT HIS WORK
ACCORDINGLY**

**SPECIAL PROVISION
SECTION 105
Control of Work
(Limitation of Operation)**

1. All cross culvert replacements shall be completed prior to the placement of any new pavement or PMRAP.
2. Within sections of the project that do not require an alignment change (see General Scope of Work for station locations), unpaved areas will receive the first lift of pavement (PMRAP) within fourteen (14) calendar days of the removal of the existing pavement. For each full day following this period, liquidated damages will be assessed at the rate stated in Section 107.7.2.
3. Within sections of the project that do require an alignment change (see General Scope of Work for station locations), unpaved areas will receive the first lift of pavement (PMRAP) within twenty-eight (28) calendar days of the removal of the existing pavement. For each full day following this period, liquidated damages will be assessed at the rate stated in Section 107.7.2.
4. PMRAP will be covered with the binder course no later than fourteen (14) calendar days after the seven-day curing period required under Special Provision 310, Plant Mixed Recycled Asphalt Pavement. For each full day following this period, liquidated damages will be assessed at the rate stated in 107.7.2.
5. The Contractor will be limited to one paving operation at a time, including PMRAP placement unless otherwise instructed.
6. The area of alignment change near the intersection of Cooper Rd (Station 14+250 to Station 14+780) must be clear of all construction equipment and must be made fully accessible during the first weekend of August.
7. In order to meet possible criteria being set by the MHPC, there may be a field design change within the area of Station 12+140 to 12+600. The contractor will be compensated for any quantity changes, however, they will not be allowed any other additional compensation for these changes.

SPECIAL PROVISION
SECTION 107
SCHEDULING OF WORK

Replace Section 107.4.2 with the following:

"107.4.2 Schedule of Work Required Within 21 Days of Contract Execution and before beginning any on-site activities, the Contractor shall provide the Department with its Schedule of Work. The Contractor shall plan the Work, including the activity of Subcontractors, vendors, and suppliers, such that all Work will be performed in Substantial Conformity with its Schedule of Work. The Schedule must include sufficient time for the Department to perform its functions as indicated in this Contract, including QA inspection and testing, approval of the Contractor's TCP, SEWPCP and QCP, and review of Working Drawings.

At a minimum, the Schedule of Work shall include a bar chart which shows the major Work activities, milestones, durations, and a timeline. Milestones to be included in the schedule include: (A) start of Work, (B) beginning and ending of planned Work suspensions, (C) Completion of Physical Work, and (D) Completion. If the Contractor Plans to Complete the Work before the specified Completion date, the Schedule shall so indicate.

Any restrictions that affect the Schedule of Work such as paving restrictions or In-Stream Work windows must be charted with the related activities to demonstrate that the Schedule of Work complies with the Contract.

The Department will review the Schedule of Work and provide comments to the Contractor within 20 days of receipt of the schedule. The Contractor will make the requested changes to the schedule and issue the finalized version to the Department."

STATE OF MAINE

MEMORANDUM

September 3, 2003

To: David Gardner, ENV/Maine Department of Transportation

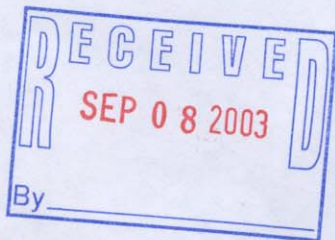
From: Earle G. Shettleworth, Jr., State Historic Preservation Officer *ESJ*

Subject: PIN 10210.00, Division 5, Route 126; Whitefield, Jefferson; MHPC #1231-01B

In response to your recent request, I have reviewed the information received August 19, 2003 to continue consultation on the above referenced project. This project was reviewed pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended.

Based on the location and scope of work, I have concluded that the proposed project will have no adverse effect upon historic resources [architectural or archaeological]. This finding is *conditional* upon the stone wall at the intersection of Route 126 and Cooper Road (Station 14+630) being buried in place, and stone walls from Stations 12+480 to 12+570, and Stations 12+140 to 12+160, being pushed back beyond the construction zone.

Please contact Mike Johnson of my staff if we can be of further assistance in this matter.



**SPECIAL PROVISION
SECTION 107**

**Time
(Contract Time)**

1. The Contractor will be allowed to commence work at any time after all applicable plans, including the SEWPCP and the Traffic Control Plan, have been submitted and approved.
2. For every weekday not worked once operations commence, the Contractor will be charged liquidated damages per calendar day (excluding inclement weather days) at the rate stated in 107.7.2.
3. Any pavement removed or damaged during the 2003 season must be replaced before suspension of work for the winter. This may be done for payment if the final product is done within specifications and is deemed acceptable. Otherwise, all new pavement will be incidental to the contract.
4. The completion date for this project is September 3, 2004

SPECIAL PROVISIONS
SECTION 304
AGGREGATE BASE AND SUBBASE COURSE
(Aggregate Subbase)

If the Contractor wishes to route public traffic over the completed Aggregate Subbase Course for a period of time greater than 48 hours, the Aggregate Subbase Course shall be constructed with a minimum 50 mm [2 in] surcharge above the design grade. Whenever the surcharge is used, it shall be constructed with material meeting the requirements of Section 703.06(b), Type D Aggregate. Also, whenever, the surcharge is used, it shall be placed on all the Aggregate Subbase Course subjected to public traffic. When the surcharge is removed, it may be placed in driveways, sidewalks, approach roads, or the outer portions of the shoulders. Removal of the surcharge shall be followed immediately in succession by the fine grading of the aggregate subbase and construction of the next course.

The furnishing, placing, maintaining, and removal of the surcharge will not be paid for directly, but will be considered incidental to the Aggregate Subbase Course pay item.

If salvaged bituminous pavement is placed as the top layer of the aggregate subbase course, a surcharge is not required.

SPECIAL PROVISION
SECTION 310
PLANT MIXED RECYCLED ASPHALT PAVEMENT

310.01 Description This work shall consist of the removal of existing bituminous pavement from the existing roadway, hauling to an approved location to be stockpiled, processed and placed in one or more courses, the regrading and compaction of existing gravel base to the tolerances shown on the typicals or as directed by the Resident. All plant mixed recycled asphalt pavement shall be placed on an approved base in accordance with these specifications and in reasonably close conformity with the lines, grades, thicknesses, and typical cross sections shown on the plans or established by the Resident.

MATERIALS

310.02 Composition of Mixture The mixture shall be composed of recycled asphalt pavement and emulsified asphalt. The recycled asphalt pavement shall be processed by the Contractor so all material will be no larger than 37.5 mm [1.5 in] and stockpiled so as to minimize segregation. The stockpile shall be free of any materials not generally considered to be asphalt pavement.

A job mix formula shall be furnished by the Department establishing the exact percentage of emulsified asphalt and water to be used in the mixture.

The initial design of the mixture shall contain an approximate 2.75 percent [± 0.25 percent] added emulsified asphalt content, an approximate 3.5 percent [± 0.25 percent] added water content, and an approximate 1.5 percent [± 0.15 percent] added Portland cement by weight.

Emulsion, water, and portland cement shall be added in percentage by weight and verified by tank checks done daily. Cement additive may be done in dry form or introduced as a mixture with water.

310.022 Emulsified Asphalt The emulsified asphalt shall be grade MS-2 or HFMS-2 meeting the requirements of Section 702.04 - Emulsified Asphalt.

310.023 Portland Cement The portland cement shall be Type I or II meeting the requirements of AASHTO M85-89.

EQUIPMENT

310.03 Mixing Plant The mixing plant shall be of sufficient capacity and coordinated to adequately handle the proposed construction. Either a continuous pugmill mixer or a continuous drum type mixing plant shall be used. If a drum mixing plant is used it shall meet the requirements of Section 401.07. The mixing plant shall be capable of producing a uniform mixture meeting the requirements of the job mix formula.

310.04 Hauling Equipment Trucks used for hauling the mixture shall meet the requirements of Section 401.08.

310.05 Bituminous Pavers Pavers shall meet the requirements of Section 401.09.

307.06 Rollers Rollers shall meet the requirements of tSection 401.10.

CONSTRUCTION REQUIREMENTS

310.07 Mixing The recycled asphalt pavement shall be delivered to the mixer at a temperature of not less than 10°C [50°F]. The emulsified asphalt shall meet the mixing temperature requirements listed in Section 702.05 - Application Temperatures. Recycled pavement and emulsified asphalt shall be proportioned and the mixing time set to produce a mixture in which uniform distribution of the emulsified asphalt and coating of the recycled pavement is obtained.

If a drum type mixing plant is used, the recycled asphalt pavement may be heated prior to being mixed with the emulsified asphalt to a temperature not to exceed 90°C [194°F].

Following mixing, the recycled asphalt pavement material shall be directly incorporated into the work. The material shall not be stockpiled after mixing and prior to use.

310.08 Weather Limitations The plant mixed recycled asphalt pavement shall not be placed under any of the following conditions: (a) when there is standing water on the surface, (b) when the air temperature in the shade is less than 10°C [50°F], (c) when the surface is frozen, or (d) when weather conditions otherwise prevent proper handling, finishing, or curing of the mixture.

310.09 Spreading and Finishing The mixture shall be spread and finished in accordance with Section 401.15.

310.10 Compaction Compaction of the mixture shall be in accordance with Section 401.16. Rolling may be delayed to avoid lateral displacement as directed by the Resident.

310.11 Joints Joints shall be constructed in accordance with Section 401.18.

310.12 Surface Tolerances The surface tolerances shall be as specified in Section 401.101, except that the maximum allowable variation shall be 10 mm [3/8 in].

310.13 Density Requirements The in-place density of the mixture will be accepted by the Department by the nuclear thin lift method. A control section of pavement of approximately 100 m [300 ft] will be designated at the start of the paving operations. After the control section has been placed, it will be rolled as directed until the nuclear density readings show an increase in density of less than 15 kg/m³ [1 pcf] for the final 4 roller passes. This density will be used as the target density

for the recycled material. The remaining recycled asphalt pavement shall be compacted to a minimum density of 98 percent of the target density as determined in the control section.

310.14 Curing No new pavement shall be placed on the recycled asphalt pavement until a curing period of 7 days has elapsed. The curing period begins after being placed in the roadway. When weather conditions are unfavorable the curing period may be extended by the Resident.

310.15 Method of Measurement Plant Mixed Recycled Asphalt Pavement shall be measured by the square meter [square yard].

310.16 Basis of Payment The accepted quantity of Plant Mixed Recycled Asphalt Pavement will be paid for at the contract unit price per square meter [square yard], complete in-place which price will be full compensation for furnishing all equipment and labor for removing existing pavement, processing, mixing, placing, and compacting, regrading and compacting existing gravel base and for all incidentals necessary to complete the work.

The Department and the Contractor shall agree on a price adjustment in accordance with Section 109.7.5 - Force Account, paragraph B. Materials, if the Departments mix design requirements for Plant Mix Asphalt Pavements varies from the 2.75 percent including tolerances for added emulsion, or the 1.5 percent including tolerances for added Portland cement. Adjustments in water content exceeding the initial targets shall not be paid for directly, but shall be incidental to Item 310.

Payments will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
310.22 - 2" (50mm) Plant Mixed Recycled Asphalt Pavement Meter]	Square Yard [Square
310.23 - 3" (75mm) Plant Mixed Recycled Asphalt Pavement Meter]	Square Yard [Square
310.24 - 4" (100mm) Plant Mixed Recycled Asphalt Pavement Meter]	Square Yard [Square
310.25 - 5" (125mm) Plant Mixed Recycled Asphalt Pavement Meter]	Square Yard [Square
310.26 - 6" (150mm) Plant Mixed Recycled Asphalt Pavement Meter]	Square Yard [Square

SPECIAL PROVISION
SECTION 403
SUPERPAVE HOT MIX ASPHALT OVERLAY

Desc. of Course	Grad. Design	Item Number	Bit Cont. % of Mix	Total Thick	No. of Layers	Comp. Notes
<u>Main Line Traveled Way-Overlay</u>						
Wearing	9.5mm	403.210	N/A	30mm	1	4,7
Shim	9.5mm	403.211	N/A	variable	1/more	2,4,7
<u>Rehab. Shoulder Areas-Overlay Sections</u>						
Wearing	9.5mm	403.210	N/A	50 mm	1/more	4,7
<u>Plant Mixed Recycled Pavement Sections</u>						
<u>Mainline Traveled Way and Shoulders</u>						
Wearing	9.5mm	403.210	N/A	30 mm	1	4,7,14,22
Base	12.5mm	403.213	N/A	40 mm	1/more	4,7,14
<u>Approach Roads</u>						
Wearing	9.5mm	403.210	N/A	30 mm	1	4,7
Base	12.5mm	403.213	N/A	40 mm	1/more	4,7
<u>Drives, Misc.</u>						
Wearing	9.5mm	403.209	N/A	30-50 mm	2/more	2,3,9,10,13

COMPLEMENTARY NOTES

2. The density requirements are waived.
3. The design traffic level for mix placed shall be <0.3 million ESALS.
4. The design traffic level for mix placed shall be 0.3 to <3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **50 gyrations.**
7. Section 106.6 Acceptance, (1) Method A.
9. Section 106.6 Acceptance, (2) Method C.
10. A "FINE" 9.5 mm mix with a gradation above or through the restricted zone shall be used for this item.
13. A mixture meeting the requirements of section 703.09 Grading 'D', with a minimum PGAB content of 6%, and the limits of Special Provision 401, Table 9 (Drives and Sidewalks) for PGAB content and gradation may be substituted for this item. A job mix formula shall be submitted to the department for approval.
14. Testing shall be Method 'A' for volumetrics and density. The density requirements shall be 92.5 to 97.5, or the same as the specified for the travel lane, ramps, and sideroads. The incentive / disincentive for density and volumetrics shall apply.
22. The final pavement surface shall be evaluated for smoothness in accordance with the Standard Specifications, revision of December 2002, Section 402 - Pavement Smoothness.

**Whitefield-Jefferson
STP-1065(400)X
10210.00
Route 126, CHIP
September 23, 2003**

Tack Coat

A tack coat of emulsified asphalt, RS-1 or HFMS-1, Item #409.15 shall be applied to any **PMRAP surface** or existing pavement at a rate of approximately 0.08 L/m², and on milled pavement approximately 0.2 L/m², prior to placing a new course. A fog coat of emulsified asphalt shall be applied between shim / intermediate course and the surface course, at a rate not to exceed 0.08 L/m².

Tack used between new layers of pavement will be paid for at the contract unit price for Item 409.15 Bituminous Tack Coat.

SPECIAL PROVISIONS

SECTION 621

LANDSCAPE

(Plant Species Specification and Quantities Listing)

The following list of item numbers provides a listing of plant species quantities estimated for use on this project. Please note that the scientific name of the plant material is provided along with the common name following in parenthesis.

The Contractor shall follow MDOT Standard Specifications Revision of December 2002 for landscape materials and installation procedures (sec 621) and General Conditions, Supplemental Specifications and Supplemental Standard Details For Construction, February 1, 2001.

The MDOT Landscape Architect or his designee will be available to inspect plant materials and to stake the location of the plant materials at the time of planting.

Per Section 104.5.9, and in lieu of a Maintenance Bond a One-Year Guarantee will be incidental to planting on this project.

621.025	Evergreen Trees Group A 900 mm - 1200 mm (3' – 4')			18
	Pinus strobes (Eastern White Pine)		12	
	Thuja occidentalis 'Nigra' (Dark American Arborvitae)		6	
621.026	Evergreen Trees Group A 900 mm - 1200 mm (3' – 4')			12
	Picea glauca (White Spruce)		12	
621.126	Medium Flowering Trees Group A 1800 mm – 2400 mm (6' – 8')			6
	Malus 'Donald Wyman' (Donald Wyman Crabapple)		6	
621.178	Medium Deciduous Trees Group A 1800 mm - 2400 mm (6' – 8')			7
	Acer saccharum 'Majesty' ('Majesty' Sugar Maple)	ea.	4	
	Quercus alba (Northern White Oak)	ea.	3	
621.546	Deciduous Shrubs 600 mm – 900 mm (2' – 3') Group A			12
	Amelanchier canadensis (Shadblow)	ea.	3	
	Syringa vulgaris (Common Lilac)	ea.	9	

SPECIAL PROVISION
SECTION 652
MAINTENANCE OF TRAFFIC
(Traffic Control)

652.7 Method of Measurement. This entire Subsection is revised to read:

Traffic Control Supervisor, furnishing, installation, and maintenance of all traffic control devices **including flaggers** will be measured as one **lump sum** for all work authorized and performed.

652.8 Basis of Payment. This entire Subsection is revised to read:

Traffic Control will be paid for at the contract **lump sum** price. Payment will be full compensation for the Traffic Control Supervisor, flaggers, approach signs, work area signs, drums, cones, panel markers, barricades, arrow boards etc. and maintenance thereof including the setting up and taking down of lane closures as many times as necessary shall be considered part of the lump sum price.

Maintenance of signs includes: replacing devices damaged, lost, or stolen, and cleaning and moving as many times as necessary throughout the life of the contract, regardless whether the work areas or projects are geographically separated or not separated.

The Lump Sum will be payable in installments as follows: 5% of the Lump Sum once the approach signing is complete and approved, with the 95% balance to be paid as the work progresses at a rate proportional to the percentage completion of the Contract.

Failure by the contractor to follow the Contracts 652 Special Provisions and/or The Manual on Uniform Traffic Control Devices (MUTCD) and/or The Contractors own Traffic Control Plan will result in a reduction in payment, computed by reducing The Lump Sum Total by 5% per occurrence. The Departments Resident Engineer or any other representative of The Department reserves the right to suspend the work at any time and request a meeting to discuss violations and remedies. The Department shall not be held responsible for any delay in the work due to any suspension under this item.

All other requirements under the Standard Specifications Section 652 will be a part of the lump sum item.

There will be no extra payment for this pay item after the expiration of contract time.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
652.39 Work Zone Traffic Control	Lump Sum

SPECIAL PROVISION
SECTION 652
MAINTENANCE OF TRAFFIC

Approaches Approach signing shall include the following signs as a minimum. Field conditions may warrant the use of additional signs as determined by the Resident.

Road Work Next x Miles
Road Work 500 Feet
End Road Work

Work Area At each work site, signs and channelizing devices shall be used as directed by the Resident. Signs include:

Road Work xxxx¹
One Lane Road Ahead
Flagger Sign

Other typical signs include:

Be Prepared to Stop
Low Shoulder
Bump
Pavement Ends

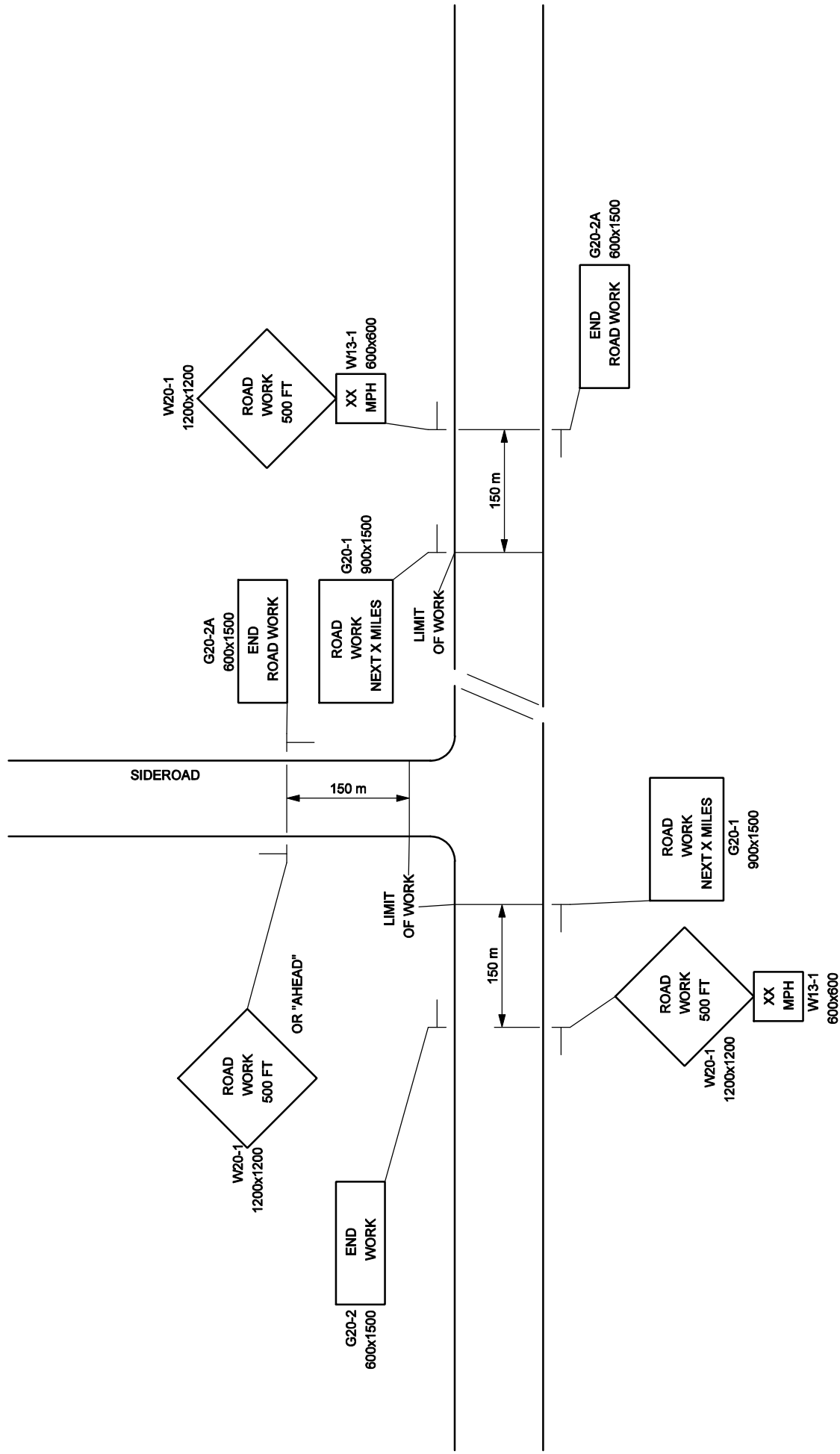
The above lists of Approach signs and Work Area signs are representative of the contract requirements. Other sign legends may be required.

The Contractor shall conduct their operations in such a manner that the roadway will not be restricted to one lane for more than 800 m [2,500 ft] at each work area. Where more than one work area restricts traffic to one lane operation, these work areas shall be separated by at least 1.6 km [1 mile] of two way operation.

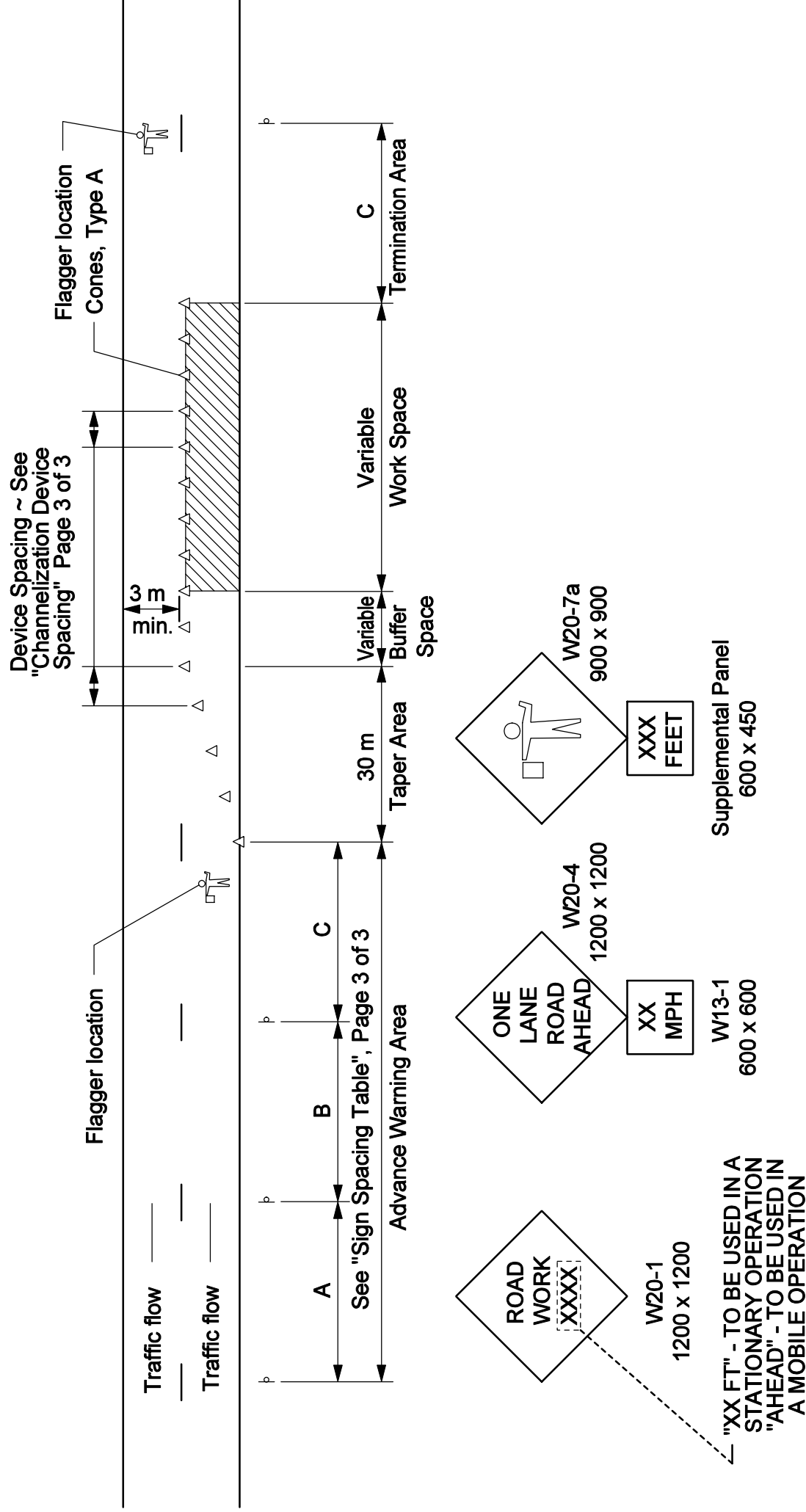
Temporary Centerline A temporary centerline shall be placed each day on all new pavement to be used by traffic. The temporary centerline, when specified of reflectorized traffic paint, shall conform to the standard marking patterns used for permanent markings.

Failure to apply a temporary centerline daily will result in suspension of paving until temporary markers are applied to all previously placed pavement.

¹ "Road Work Ahead" to be used in mobile operations and "Road Work xx ft" to be used in stationary operations as directed by the Resident.



TYPICAL -- PROJECT APPROACH SIGNING -- TWO WAY TRAFFIC



TYPICAL APPLICATION: TWO - WAY, TWO LANE ROADWAY,
CLOSING ONE LANE USING FLAGGERS

* Formulas for L are as follows:

For speed limits of 40 mph (60 km/h) or less:

$$L = \frac{WS^2}{60} \quad (L = \frac{WS^2}{155})$$

For speed limits of 45 mph (70 km/h) or greater:

$$L = WS \quad (L = \frac{WS}{1.6})$$

* Formulas for L are as follows:

A minimum of 5 channelization devices shall be used in the taper.

TYPE OF TAPER	TAPER LENGTH (L)*
Merging Taper	at least L
Shifting Taper	at least 0.5L
Shoulder Taper	at least 0.33L
One-Lane, Two-Way Traffic Taper	100 ft (30 m) maximum
Downstream Taper	100 ft (30 m) per lane

CHANNELIZATION DEVICE SPACING

The spacing of channelization devices shall not exceed a distance equal to 1.0 times the speed limit in mph when used for taper channelization, and a distance in feet of 2.0 times the speed limit in mph when used for tangent channelization.

GENERAL NOTES;

1. Final placement of signs and devices may be changed to fit field conditions as approved by the Resident.

SIGN SPACING TABLE			
Road Type	Distance Between Signs**		
	A	B	C
Urban 30 mph (50 km/h) or less	100 (30)	100 (30)	100 (30)
Urban 35 mph (55 km/h) and greater	350 (100)	350 (100)	350 (100)
Rural	500 (150)	500 (150)	500 (150)
Expressway / Urban Parkway	2,640 (800)	1,500 (450)	1000 (300)

**Distances are shown in feet (meters).

SUGGESTED BUFFER ZONE LENGTHS

Speed (mph)	Length (feet)	Speed (mph)	Length (feet)
20	115	40	325
25	155	45	360
30	200	50	425
35	250	55	495

SPECIAL PROVISION
SECTION 656
Temporary Soil Erosion and Water Pollution Control

The following is added to Section 656 regarding Project Specific Information and Requirements. All references to the Maine Department of Transportation Best Management Practices for Erosion and Sediment Control (a.k.a. Best Management Practices manual or BMP Manual) are a reference to the latest revision of said manual. The "Table of Contents" of the latest version is dated "1/19/00" (available at <http://www.state.me.us/mdot/mainhtml/bmp/bmpjan2000.pdf>.) **Procedures specified shall be according to the BMP Manual unless stated otherwise.**

Delete the last sentence of Section 656.4.4, which reads, "After Final Acceptance of the project, the Contractor must submit the log to the Department which will become the property of the Department."

Any and all references to "bark mulch", "erosion control mix" or "composted bark mix" shall be a reference to "Wood Waste Erosion Control Mix" in accordance with Special Provision 617.

Project Specific Information and Requirements

The following information and requirements apply specifically to this Project. The temporary soil erosion and water pollution control measures associated with this work shall be addressed in the SEWPCP.

This project is in the Sheepscot River and Clary Lake watersheds, which is considered **SENSITIVE** in accordance with the BMP Manual. The Contractor's SEWPCP shall comply with Section II.B., Guidelines for Sensitive Waterbodies in the BMP Manual.

A preconstruction field review is mandatory for this project. The preconstruction field review shall take place before commencing any work that involves soil disturbance or potential impacts on water quality. Attendees shall include the Environmental Coordinator, the preparer of the SEWPCP, the Construction Manager, and a representative from the Department's ENV Water Resources Unit. The date and time shall be set by the Contractor in consultation with the Construction Manager and ENV Water Resources Unit representative.

- Newly disturbed earth shall be mulched by the end of each workday. Mulch shall be maintained on a daily basis.
- The SEWPCP shall describe the location and method of temporary erosion and sediment control for existing and proposed catch basins, outlet areas and culvert inlets and outlets.

SPECIAL PROVISION

SECTION 656

Temporary Soil Erosion and Water Pollution Control

- Dust control items other than those under Standard Specification 637 and Special Provision 637, if applicable, shall be included in the plan.
- Permanent slope stabilization measures shall be applied within one week of the last soil disturbance.
- Permanent seeding shall be done in accordance with *Special Provision, Section 618, Seeding* unless the Contract states otherwise.
- Culvert inlet and outlet protection shall be installed within 48 hours of culvert installation, or prior to a storm event, whichever is sooner.
- After November 1 the Contractor shall use winter stabilization methods, such as Wood Waste Erosion Control Mix as specified in Special Provision § 617. If required, spring procedures for permanent stabilization shall also be described in the plan. Use of this product for over-winter temporary erosion control will be incidental to the contract and be paid for as part of Pay Item 656.75.
- All disturbed ditches shall be stabilized on a daily basis. Temporary erosion control blanket shall be installed in the bottoms of all ditches except where a stone lining is planned. Seed shall be applied prior to the placement of the blanket.

If check dams are used, they shall be constructed of stone in accordance with BMP Manual, Section 9.

- Erosion control blanket shall be installed in the bottoms of all ditches except where a stone lining is planned. Seed shall be applied prior to the placement of the blanket.
- If check dams are used, they shall be constructed of stone in accordance with BMP Manual, Section 9. Hay bale check dams will not be allowed.
- The Contractor is required to contact the Project Resident 24 hours in advance of all work within the direct watershed of the Sheepscot River so arrangements can be made to have an Environmental Coordinator on site for the work.
- Any in-stream work shall be done within the ACOE in-stream work window of July 15-Oct. 1. No hanging culverts shall be allowed.

STATE OF MAINE

MEMORANDUM

September 3, 2003

To: David Gardner, ENV/Maine Department of Transportation

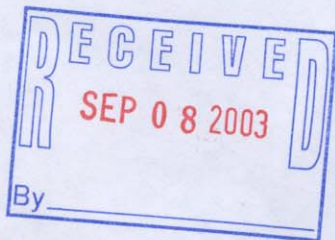
From: Earle G. Shettleworth, Jr., State Historic Preservation Officer *ESJ*

Subject: PIN 10210.00, Division 5, Route 126; Whitefield, Jefferson; MHPC #1231-01B

In response to your recent request, I have reviewed the information received August 19, 2003 to continue consultation on the above referenced project. This project was reviewed pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended.

Based on the location and scope of work, I have concluded that the proposed project will have no adverse effect upon historic resources [architectural or archaeological]. This finding is *conditional* upon the stone wall at the intersection of Route 126 and Cooper Road (Station 14+630) being buried in place, and stone walls from Stations 12+480 to 12+570, and Stations 12+140 to 12+160, being pushed back beyond the construction zone.

Please contact Mike Johnson of my staff if we can be of further assistance in this matter.





REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

**DEPARTMENT OF THE ARMY PROGRAMMATIC GENERAL PERMIT
STATE OF MAINE, SUMMARY OF SCREENING AND STATUS**

OFFICE OF ENVIRON. SERVICES
MAINE DEPT. OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333

CORPS PERMIT # 200301535
CORPS PGP ID# 03-248
STATE ID# PBR

DESCRIPTION OF WORK AS ON ATTACHED STATE APPN:

Place fill below the ordinary high water line of a number of unnamed streams and in adjacent freshwater wetlands along Route 126 between Whitefield and Jefferson, Maine in order to reconstruct a section of the road between Route 215 and Route 32. Approximately 0.49 acres of stream bottom and wetlands will be impacted by the project.
DOT PIN#: 10210.10

UTM GRID COORDINATES N: 44° 13' 11.73" W:: 69° 39' 32.46" USGS QUAD: N. WHITEFIELD, ME

I. STATE ACTIONS: PENDING [X], ISSUED [], DENIED [] DATE

LEVEL OF STATE REVIEW: PERMIT BY RULE: X, TIER 1: , TIER 2: , TIER 3: , (NRPA)

II. FEDERAL ACTIONS:

DATE STATE FILE REVIEWED: 7/10/03 (PGP JP MEETING)

LEVEL OF CORPS REVIEW: CATEGORY 1: CATEGORY 2: X

AUTHORITY: SEC 10, 404 X 10/404, 103

EXCLUSIONS: The exclusionary criteria identified in the general permit do not apply to this project.

ESSENTIAL FISH HABITAT (EFH): EFH PRESENT Y / N (CIRCLE ONE)

IF YES: Based on the terms and conditions of the PGP, which are intended to ensure that authorized projects cause no more than minimal environmental impacts, the Corps of Engineers has preliminary determined that this project will not cause more than minimal adverse effects to EFH identified under the Magnuson-Stevens Fisheries Conservation and Management Act.

FEDERAL RESOURCE AGENCY OBJECTIONS: EPA NO, USF&WS NO, NMFS NO

CORPS DETERMINATION: We authorize your project as proposed and as shown on the plans submitted to the Corps under the State of Maine PGP.

Please note that all work is subject to the conditions contained in the general permit and any additional special conditions listed on any attached sheets. No work may be started unless and until all other required local, State and Federal licenses and permits have been obtained. Also, this permit requires you to notify us before beginning work and allow us to inspect the project. Hence, you must complete and return the attached Work Start Notification Form(s) to this office no later than two weeks before the anticipated starting date. **(FOR PROJECTS REQUIRING MITIGATION, BE SURE TO INCLUDE MITIGATION WORK START FORM)**

Additional Special conditions Attached: YES / NO (CIRCLE ONE)

The Corps of Engineers has implemented an administrative appeals process for jurisdictional determinations. If you are interested in appealing the jurisdictional determination for this project; or if you would like any additional information pertaining to the appeals process, please contact Shawn Mahaney or Rod Howe of my staff at 207-623-8367 at our Manchester, Maine Project Office.

Jay L. Clement
JAY L. CLEMENT
SENIOR PROJECT MANAGER
MAINE PROJECT OFFICE

David H. Killooy 9/19/03
DAVID H. KILLOY DATE
CHIEF, PERMITS & ENFORCEMENT BRANCH
REGULATORY DIVISION



US Army Corps
of Engineers®
New England District

ADDITIONAL SPECIAL CONDITIONS FOR
DEPARTMENT OF THE ARMY
PROGRAMMATIC GENERAL PERMIT
NO. 200301535

1. Adequate sedimentation and erosion control devices, such as geo-textile silt fences or other devices capable of filtering the fines involved, shall be installed and properly maintained to minimize adverse impacts on waters and wetlands during construction. These devices must be removed upon completion of work and stabilization of disturbed areas. The sediment collected by these devices must also be removed and placed upland, in a manner that will prevent its later erosion and transport to a waterway or wetland.
2. Replacement culverts shall be installed with their inverts at or below existing stream bed grade so as to avoid "hanging" and associated impediments to fish passage.
3. In stream work is limited to low flow periods between July 15 and October 1 to avoid impacts to Atlantic salmon and other fisheries and local water quality. In stream work during this period shall cease whenever a thunderstorm is imminent and shall not resume until flows have returned to low levels.
4. No discharge of dredged or fill material is authorized into the Sheepscot River without prior written authorization from the Corps of Engineers.
5. Runoff from the Route 126 bridge over the Sheepscot River shall be re-directed into stone ditches that will empty into two level lip spreaders that will function as sediment traps; these traps shall be cleaned out as needed.

Chapter 305: PERMIT BY RULE Section 11
State Transportation Facilities

- 1. Introduction.** A "permit by rule" or "PBR", when approved by the Department of Environmental Protection (DEP), is an approval for an activity that requires a permit under the Natural Resources Protection Act (NRPA). Only those activities described in this chapter may proceed under the PBR process. A PBR activity will not significantly affect the environment if carried out in accordance with this chapter, and generally has less of an impact on the environment than an activity requiring an individual permit. A PBR satisfies the Natural Resources Protection Act (NRPA) permit requirement and Water Quality Certification requirement.

If a proposed activity is not described in this chapter, or will not be conducted in accordance with the standards of this chapter, the applicant must obtain an individual permit prior to beginning the activity.

- A. Location of activity.** The location of an activity may affect whether an activity qualifies for PBR, and whether review by the Department of Inland Fisheries and Wildlife is required.

- (1) Type of resource. For some types of activities, the availability of a PBR is affected by the type of natural resource in or adjacent to which the activity is proposed. For example, an applicant proposing an activity consisting of "Movement of rocks or vegetation" may receive a PBR only if the activity will take place in a great pond, river, stream or brook. Limitations concerning the location of activities are addressed in the "Applicability" provision in each section of this chapter.
- (2) Essential habitat. Essential habitats include areas critical to the survival of threatened and endangered species such as the bald eagle, least tern, roseate tern, and piping plover. If the activity is located in essential habitat, such as near an eagle nesting site, a PBR is only available if the applicant obtains written approval from the Department of Inland Fisheries and Wildlife (IF&W). This approval from IF&W must be submitted to the DEP with the PBR notification form, and the applicant must follow any conditions stated in the IF&W approval.

NOTE: Maps showing areas of essential habitat are available from the Department of Inland Fisheries and Wildlife regional headquarters, municipal offices, the Land Use Regulation Commission (for unorganized territories) and DEP regional offices. If the activity is located in essential habitat, IF&W must be contacted to request and obtain a "certification of review and approval".

- B. Notification.** The applicant must file notice of the activity with the DEP prior to beginning work on the activity. The notification must be on a form provided by the DEP and must include any submissions required in this chapter. The applicant must keep a copy to serve as the permit.

The notification form must be sent to the DEP by certified mail (return receipt requested), or hand delivered to the DEP and date stamped by the department.

C. Effective period

- (1) Beginning of period. The PBR becomes effective 14 calendar days after the DEP receives the notification form, unless the DEP approves or denies the PBR prior to that date. If the DEP does not speak with or write to the applicant within this 14 day period regarding the PBR notification, the applicant may proceed to carry out the activity.

There are three exceptions regarding the effective date of an approved PBR:

- (a) Activities listed in Section 10 (Stream crossings) occurring in association with forest management are exempt from the 14 day waiting period.
- (b) Activities listed in Section 2 (Soil disturbance) and Section 10 (Stream crossings) performed or supervised by individuals currently certified in erosion control practices by the DEP are exempt from the 14 day waiting period. To be certified in erosion control practices, an individual must successfully complete all course requirements of the Voluntary Contractor Certification Program administered by the DEP's Nonpoint Source Training and Resource Center.
- (c) Activities that are part of a larger project requiring a permit under the Site Location of Development or the Storm Water Management Acts may not proceed until any required permit under those laws is obtained.

NOTE: Activities that are part of a larger project may require other permits from the DEP also. These other laws may prohibit the start of construction of any part of the project unless a permit under that law is obtained. In these cases, while not a violation of this rule, starting work on a PBR approved activity would be a violation of those other applicable laws.

- (2) End of period. The PBR is generally effective for 2 years from the date of approval, except that a PBR for "Replacement of structures" under Section 4 is effective for 3 years.

NOTE: Activities that qualify under this chapter may need to meet other local, state and federal requirements. Examples -- (1) If an activity extends below the low water line of a lake, coastal wetland or international boundary water, the applicant should contact the Bureau of Parks and Lands (287-3061) concerning possible lease or easement requirements, or (2) If an activity will involve work below the mean high water line in navigable waters of the United States, the applicant should contact the Army Corps of Engineers (623-8367).

D. Discretionary authority. Notwithstanding compliance with the PBR applicability requirements and standards set forth in this chapter, the DEP may require an individual permit application to be filed in any case where credible evidence indicates that the activity:

- (1) May violate the standards of the NRPA (38 M.R.S.A. Section 480-D);
- (2) Could lead to significant environmental impacts, including cumulative impacts; or
- (3) Could adversely impact a resource of special concern.

If an individual permit is required pursuant to this subsection, the DEP shall notify the applicant in writing within the 14 calendar day waiting period described in sub-section (C) above. When the DEP notifies an applicant that an individual permit is required, no work may be conducted unless and until the individual permit is obtained.

E. Violations. A violation of law occurs when a person, or his or her agent, performs or causes to be performed any activity subject to the NRPA without first obtaining a permit from the DEP, or acts contrary to the provisions of a permit. The person, his or her agent, or both, may be held

responsible for the violation. Commonly, the "person" is the landowner, and the "agent" is the contractor carrying out the activity. A violation occurs when:

- (1) An activity occurs that is not allowed under PBR, whether or not a PBR notification form has been filed with and/or approved by the DEP;
- (2) An activity occurs that is allowed under PBR, but a PBR for the activity has not become effective prior to the beginning of the activity; or
- (3) An activity occurs that is allowed under PBR and a PBR for the activity is in effect, but the standards specified in this chapter are not met.

See the "applicability" provision under each activity for rules concerning what activities are allowed under PBR. A PBR is only valid for the person listed on the notification form, or for his or her agent.

Each day that a violation occurs or continues is considered a separate offense. Violations are subject to criminal penalties and civil penalties of not less than \$100 nor more than \$10,000 for each day of that violation (38 M.R.S.A. Section 349).

NOTE: A local Code Enforcement Officer (CEO) may take enforcement action for a violation of the Natural Resources Protection Act if he or she is authorized to represent a municipality in District Court, and he or she has been certified as familiar with court procedures, 30-A M.R.S.A. Section 4452(7).

Chapter 305 Section 11**State transportation facilities****A. Applicability**

- (1) This section applies to the maintenance, repair, reconstruction, rehabilitation, replacement or minor construction of a State Transportation Facility carried out by, or under the authority of, the Maine Department of Transportation or the Maine Turnpike Authority, including any testing or preconstruction engineering, and associated technical support services.
- (2) This section does not apply to an activity within a coastal sand dune system.

NOTE: The construction of a transportation facility other than roads and associated facilities may be subject to the Storm Water Management Law, 38 M.R.S.A. Section 420-D.

B. Standards

- (1) Photographs of the area to be altered by the activity must be taken before work on the site begins. The photographs must be kept on file and be made available at the request of the DEP.
- (2) The activity must be reviewed by the Department of Inland Fisheries and Wildlife, the Department of Marine Resources, the Atlantic Salmon Authority, and the DEP's Division of Environmental Assessment prior to the notification being filed with the DEP. The activity must be performed according to any recommendations from these authorities.
- (3) The activity must be performed in accordance with erosion control measures conforming with the State of Maine Department of Transportation Standard Specifications for Highways and Bridges Revision of April 1995 and with the Department of Transportation's Best Management Practices for Erosion and Sediment Control, September 1997.

NOTE: Guidance on the use of erosion control best management practices can be obtained from the on site Construction Manager.

- (4) Alignment changes may not exceed a distance of 200 feet between the old and new center lines in any natural resource.
- (5) The activity may not alter more than 300 feet of shoreline (both shores added together) within a mile stretch of any river, stream or brook, including any bridge width or length of culvert.
- (6) The activity may not alter more than 150 feet of shoreline (both shores added together) within a mile stretch of any outstanding river segment identified in 38 M.R.S.A. 480-P, including any bridge width or length of culvert.
- (7) The activity must minimize wetland intrusion. The activity is exempt from the provisions of Chapter 310, the Wetland Protection Rules, if the activity alters less than 15,000 square feet of natural resources per mile of roadway (centerline measurement) provided that the following impacts are not exceeded within the 15,000 square foot area:

- (a) 1,000 square feet of coastal wetland consisting of salt tolerant vegetation or shellfish habitat; or
- (b) 5,000 square feet of coastal wetland not containing salt tolerant vegetation or shellfish habitat; or
- (c) 1,000 square feet of a great pond.

All other activities must be performed in compliance with all sections of Chapter 310, the Wetland Protection Rules, except 310.2(C), 5(A), 9(1), 9(B) and 9(C).

- (8) The activity may not permanently block any fish passage in any watercourse containing fish. The applicant must improve passage beyond what restriction may already exist unless the Department of Inland Fisheries and Wildlife, the Department of Marine Resources, the Atlantic Salmon Authority and the DEP's Division of Environmental Assessment concur that the improvement is not necessary.
- (9) Rocks may not be removed from below the normal high water line of any coastal wetland, freshwater wetland, great pond, river, stream or brook except to the minimum extent necessary for completion of work within the limits of construction.
- (10) If work is performed in a river, stream or brook that is less than three feet deep at the time and location of the activity, with the exception of culvert installation, the applicant must divert flow away from the activity while work is in progress.
 - (a) Diversion may be accomplished by the use of stable, inert material. No more than two thirds (2/3) of stream width may be diverted at one time.
 - (b) Any material used to divert water flow must be completely removed upon completion of the activity, and the stream bottom must be restored to its original condition.
 - (c) A pump may be operated, where necessary, for a temporary diversion. The pump outlet must be located and operated such that erosion or the discharge of sediment to the water is prevented.

NOTE: Guidance on the appropriate location of a diversion and materials which should be used for a stream diversion can be obtained from the on site Construction Manager.

- (11) Wheeled or tracked equipment may not operate in the water. Equipment operating on the shore may reach into the water with a bucket or similar extension. Equipment may cross streams on rock, gravel or ledge bottom.
- (12) All wheeled or tracked equipment that must travel or work in a vegetated wetland area must travel and work on mats or platforms.
- (13) Any debris or excavated material must be stockpiled either outside the wetland or on mats or platforms. Hay bales or silt fence must be used, where necessary, to prevent sedimentation. Any debris generated during the activity must be prevented from washing downstream and must be removed from the wetland or water body. Disposal of debris must be in conformance with the Maine Hazardous Waste, Septage and Solid Waste Management Act, 38 M.R.S.A. Section 1301 et seq.

- (14) Work below the normal high water line of a great pond, river, stream or brook must be done at low water except for emergency work or work agreed to by the resource agencies listed in paragraph 2 above. Measures, such as a silt boom or staked fencing, must be employed to reduce and isolate turbidity.
- (15) Perimeter controls must be installed before the work starts. Disturbance of natural resources beyond the construction limits shown on the plans is not allowed under this rule.

NOTE: Guidance on the location of construction limits can be obtained from the on site Construction Manager.

- (16) The use of untreated lumber is preferred. Lumber pressure treated with chromated copper arsenate (CCA) may be used, provided it is cured on dry land in a manner that exposes all surfaces to the air for a period of at least 21 days prior to construction. Wood treated with creosote or pentachlorophenol may not be used where it will contact water.
- (17) A temporary road for equipment access must be constructed of crushed stone, blasted ledge, or similar materials that will not cause sedimentation or restrict fish passage. Such roads must be completely removed at the completion of the activity. In addition, any such temporary roads which are in rivers, streams or brooks, must allow for a passage of stormwater flows associated with a 10-year storm.
- (18) Soil may not be disturbed during any period when soils are saturated due to rain or snow melt, except as necessary to protect work in progress or as required for bridge maintenance activities. Areas where soils are saturated (i.e. water drips from the soil when squeezed by hand, or the soil is capable of being rolled into a rod 1/8th inch in diameter that does not crumble) must be immediately mulched if they are disturbed.
- (19) Disturbed soil must be protected within one week from the time it was last actively worked, and prior to any storm event, using temporary or permanent measures such as the placement of riprap, sod, mulch, erosion control blankets, or other comparable measures.
- (20) Hay bale or straw mulch, where used, must be applied at a rate of at least one bale per 500 square feet (1 to 2 tons per acre).
- (21) If mulch is likely to be moved because of steep slopes or wind exposure, it must be anchored with netting, peg and twine, binder or other suitable method and must be maintained until a catch of vegetation is established over the entire disturbed area.
- (22) In addition to the placement of riprap, sod, erosion control blankets or mulch, additional steps must be taken where necessary to prevent sedimentation of the water. Evidence of sedimentation includes visible sheet, rill or gully erosion, discoloration of water by suspended particles and/or slumping of banks. Silt fences, staked hay bales and other sedimentation control measures, where planned for, must be in place prior to the commencement of an activity, but must also be installed whenever necessary to prevent erosion and sedimentation.

NOTE: Guidance on the location and proper installation of erosion control measures can be obtained from the on site Construction Manager.

- (23) Temporary erosion control measures must be maintained and inspected weekly until the site is permanently stabilized with vegetation or other permanent control measures. Erosion control measures must also be inspected immediately prior to and following storms.
- (24) Permanent erosion control measures protecting all disturbed areas must be implemented within 30 days from the time the areas were last actively worked, or for fall and winter activities by the following June 15, except where precluded by the type of activity (e.g. riprap, road surfaces, etc.). The permanent erosion control measures must be maintained.
- (25) The applicant shall immediately take appropriate measures to prevent erosion or sedimentation from occurring or to correct any existing problems, regardless of the time of year.
- (26) Non-native species may not be planted in restored areas.
- (27) Disposal of debris must be in conformance with Maine Hazardous Waste, Septage and Solid Waste Management Act, 38 M.R.S.A. Sections 1301 et seq.
- (28) Disturbance of vegetation must be avoided, if possible. Where vegetation is disturbed outside of the area covered by any road or structure construction, it must be reestablished immediately upon completion of the activity and must be maintained.
- (29) A vegetated area at least 25 feet wide must be established and maintained between any new stormwater outfall structure and the high water line of any open water body. A velocity reducing structure must be constructed at the outlet of the stormwater outfall that will create sheet flow of stormwater, and prevent erosion of soil within the vegetated buffer. If the 25 foot vegetated buffer is not practicable, the applicant must explain the reason for a lesser setback in writing. Approval from the DEP must be in writing and any recommendations must be incorporated into the activity.

C. Definitions. The following terms, as used in this chapter, have the following meanings, unless the context indicates otherwise:

- (1) Diversion. A rerouting of a river, stream or brook to a location outside of its established channel.
- (2) Fill. a. (verb) To put into or upon, supply to, or allow to enter a water body or wetland any earth, rock, gravel, sand, silt, clay, peat, or debris; b. (noun) Material, other than structures, placed in or immediately adjacent to a wetland or water body.
- (3) Floodplain wetlands. Freshwater wetlands that are inundated with flood water during a 100-year flood event based on flood insurance maps produced by the Federal Emergency Agency or other site specific information.
- (4) Riprap. Rocks that are fit into place, usually without mortar, on a slope as defined in the State of Maine, Department of Transportation, Standard Specifications for Highway and Bridges, revision of April 1995.

Permit No: GP-39

Effective Date: Sept. 29, 2000

Expiration Date: Sept. 29, 2005

Applicant: General Public, State of Maine

**DEPARTMENT OF THE ARMY
PROGRAMMATIC GENERAL PERMIT
STATE OF MAINE**

The New England District of the U.S. Army Corps of Engineers hereby issues a programmatic general permit (PGP) that expedites review of minimal impact work in coastal and inland waters and wetlands within the State of Maine. Activities with minimal impacts, as specified by the terms and conditions of this general permit and on the attached DEFINITION OF CATEGORIES sheets, are either non-reporting (provided required local and state permits are received), or are reporting, to be screened by the Corps and Federal Resource Agencies for applicability under the general permit. This general permit does not affect the Corps individual permit review process or activities exempt from Corps jurisdiction.

Activities Covered: work and structures that are located in, or that affect, navigable waters of the United States (regulated by the Corps under Section 10 of the Rivers and Harbors Act of 1899) and the discharge of dredged or fill material into waters of the United States (regulated by the Corps under Section 404 of the Clean Water Act), and the transportation of dredged material for the purpose of disposal in the ocean (regulated by the Corps under Section 103 of the Marine Protection, Research and Sanctuaries Act).

PROCEDURES:

A. State Approvals

For projects authorized pursuant to this general permit that are also regulated by the State of Maine, the following state approvals are also required and must be obtained in order for this general permit authorization to be valid (applicants are responsible for ensuring that all required state permits and approval have been obtained):

- (a) Maine Department of Environmental Protection (DEP): Natural Resources Protection Act permit, including permit-by-rule and general permit authorizations; Site Location and Development Act permit; and Maine Waterway Development and Conservation Act.
- (b) Maine Department of Conservation: Land Use Regulation Commission (LURC) permit.
- (c) Maine Department of Marine Resources: Lease.
- (d) Bureau of Public Lands, Submerged Lands: Lease.

Note that projects not regulated by the State of Maine (e.g., seasonal floats or moorings) may still be authorized by this general permit.

B. Corps Authorizations : Category I (Non-Reporting)

Work in Maine subject to Corps jurisdiction that meets the definition of Category I on the attached DEFINITION OF CATEGORIES sheets and that meets all of this permit's other conditions, does not require separate application to the Corps of Engineers. If the State or the Corps does not contact the applicant for PBRs and Tier One permits during the State's Tier One 30-day review period, Corps approval may be assumed and the project may proceed. Refer to the Procedures Section at Paragraph E below for additional information regarding screening.

Note that the review thresholds under Category I apply to single and complete projects only (see special condition 5). Also note that Category I does not apply to projects occurring in a component of, or within 0.25 miles up and downstream of the main stem or tributaries of a river segment of the National Wild and Scenic River System (see condition 11, and page 9 for the listed rivers in Maine).

There are also restrictions on other national lands or concerns which must be met in order for projects to be eligible for authorization under this PGP. Refer to special conditions 6-13 under Paragraph F below.

Work that is not regulated by the State of Maine, but that is subject to Corps jurisdiction, is eligible for Corps authorization under this PGP in accordance with the review thresholds and conditions contained herein.

Although Category I projects are non-reporting, the Corps reserves the right to require screening or an individual permit review if there are concerns for the aquatic environment or any other factor of the public interest (see special condition 4 on Discretionary Authority). The Corps review or State/Federal screening process may also result in project modification, mitigation or other special conditions necessary to minimize impacts and protect the aquatic environment as a requirement for PGP approval.

C. Corps Authorization: Category II (Reporting – requiring screening)

APPLICATION PROCEDURES

For projects that do not meet the terms of Category I (see DEFINITION OF CATEGORIES sheets), the Corps, State, and Federal Resource Agencies will conduct joint screening meetings to review applications. If projects are concurrently regulated by the DEP or LURC, applicants do not need to submit separate applications to the Corps. For projects not regulated by DEP or LURC, applicants must submit an application to the Corps Maine Project Office for a case-by-case determination of eligibility under this general permit (Category II). **Category II projects may not proceed until written notification is received from the Corps.**

Category II projects which occur in a component of, or within 0.25 mile up or downstream of the main stem or tributaries of a river segment of the National Wild and Scenic River System, will be coordinated with the National Park Service (see special condition 11, and page 9 for listed rivers in Maine).

There are also restrictions on other national lands or concerns which must be met in order for projects to be eligible for authorization under this PGP. Refer to special conditions 6-14 under Paragraph E below.

Category II applicants shall submit a copy of their application materials to the Maine Historic Preservation Commission and/or applicable Indian tribe(s) at the same time, or before, they apply to the DEP, LURC, or the Corps so that the project can be reviewed for the presence of historic/archaeological resources in the project area that may be affected by the proposed work. **Applications to the DEP or the Corps should include information to indicate that this has been done (applicant's statement or copy of cover letter to Maine Historic Preservation Commission and/or Indian tribe(s)).**

The Corps may require additional information on a case-by-case basis as follows:

- (a) purpose of project;
- (b) 8 1/2" by 11" plan views of the entire property including property lines and project limits with existing and proposed conditions (**legible, reproducible plans required**);
- (c) wetland delineation for the site, information on the basis of the delineation, and calculations of waterway and wetland impact areas (see special condition 2);
- (d) typical cross-section views of all wetland and waterway fill areas and wetland replication areas;
- (e) delineation of submerged aquatic vegetation, e.g., eel grass beds, in tidal waters;
- (f) area, type and source of fill material to be discharged into waters and wetlands, including the volume of fill below ordinary high water in inland waters and below the high tide line in coastal waters;
- (g) mean low, mean high water and high tide elevations in navigable waters;
- (h) limits of any Federal navigation project in the vicinity and State Plane coordinates for the limits of the proposed work closest to the Federal project;
- (i) on-site alternatives analysis (contact Corps for guidance);
- (j) identify and describe potential impacts to Essential Fish Habitat (contact Corps for guidance);
- (k) for dredging projects, include:
 - 1) the volume of material and area in square feet to be dredged below mean high water,
 - 2) existing and proposed water depths,
 - 3) type of dredging equipment to be used,
 - 4) nature of material (e.g., silty sand),

- 5) any existing sediment grain size and bulk sediment chemistry data for the proposed or any nearby projects,
- 6) information on the location and nature of municipal or industrial discharges and occurrences of any contaminant spills in or near the project area,
- 7) location of the disposal site (include locus sheet),
- 8) shellfish survey, and
- 9) sediment testing, including physical, chemical and biological testing. For projects proposing open water disposal, applicants are encouraged to contact the Corps as early as possible regarding sampling and testing protocols.

The Corps may request additional information. Dredging applicants may be required to conduct a shellfish and/or eel grass survey and sediment testing, including physical, chemical and biological testing. Sediment sampling and testing plans should be prepared or approved by the Corps before the samples are collected.

STATE-FEDERAL SCREENING PROCEDURES:

The Corps intends to utilize the application information required by the State for its regulatory program to the maximum extent practicable and the Corps normally will not be interacting with an applicant who is concurrently making application to the DEP or LURC. Projects not regulated by the State, but needing Corps of Engineers approval, **must apply directly to the Corps**. The joint screening meeting for Category II projects will occur regularly at the Corps or State offices and will involve representatives from the DEP, the Corps, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, and the National Marine Fisheries Service.

The Corps and Federal Resource Agencies will classify the project within the State's review period, not to exceed 60 days, as: 1) approvable under the PGP as proposed; 2) needs additional information, including possible project modification, mitigation or other special conditions to minimize impacts; or 3) exceeds the terms or conditions of the PGP, including the minimal effects requirement, and an individual permit review will be required. In addition, the Corps retains the ability to exercise its discretionary authority and require an individual permit, irrespective of whether the terms and conditions of this general permit are met, based on concerns for the aquatic environment or any factor of the public interest (see special condition 4 on Discretionary Authority). All Category II projects must receive written approval from the Corps before work can proceed. If the project is not approvable as proposed, the DEP, LURC, or the Corps will contact the applicant to discuss the concerns raised. If the applicant is unable to resolve the concerns, the Corps, independently or at the request of the Federal Resource Agencies, will require an individual permit for the project. The applicant will be notified of this in writing, along with information about submitting the necessary application materials. The comments from the Federal Resource Agencies to the Corps may be verbal initially, and must be made within 10 working days of the screening meeting. These comments must be confirmed in writing within 10 calendar days of the verbal response if the Resource Agency(ies) will request an individual permit. The Federal Resource Agency's comments must reflect a concern within their area of expertise, state the species or resources that could be impacted by the project, and describe the impacts that either individually or cumulatively will be more than minimal.

MINERALS MANAGEMENT SERVICE (MMS) REVIEW

For Category II projects which involve construction of solid fill structures or discharge of fills along the coast which may extend the coastline or baseline from which the territorial sea is measured, coordination between the Corps and Minerals Management Service (MMS), Continental Shelf (OCS) Survey Group, will be needed (pursuant to the Submerged Lands Act, 43 U.S.C., Section 1301-1315, 33 CFR 320.4(f)). During the screening period, the Corps will forward project information to MMS for their review. MMS will coordinate their determination with the Department of the Interior (DOI) Solicitor's Office. The DOI will have 15 calendar days from the date MMS is in receipt of project information to determine if the baseline will be affected. No notification to the Corps within 15 day review period will constitute a "no affect" determination. Otherwise, the solicitor's notification to the Corps may be verbal but must be followed with a written confirmation within 10 business days from the date of the verbal notification. This procedure will be eliminated if the State of Maine provides a written waiver of interest in any increase in submerged lands caused by a change in the baseline resulting from solid fill structure or fills authorized under this general permit.

D. Corps Authorization: Category III (Individual Permit)

Work that is in the INDIVIDUAL PERMIT category on the attached DEFINITION OF CATEGORIES sheets, or that does not meet the terms and conditions of this general permit, will require an application for an individual permit from the Corps of Engineers (see 33 CFR Part 325.1). The screening procedures outlined above will only serve to delay project review in such cases. The applicant should submit the appropriate application materials (including the Corps application form) at the earliest possible date. General information and application forms can be obtained at (207) 623-8367 (Maine Field Office), (800) 343-4789, or (800) 362-4367 in Massachusetts. Individual water quality certification and coastal zone management consistency concurrence will be required from the State of Maine before Corps permit issuance.

E. Programmatic General Permit Conditions:

The following conditions apply to activities authorized under the PGP, including all Category I (non-reporting) and Category II (reporting – requiring screening) activities:

GENERAL REQUIREMENTS:

1. **Other Permits.** Authorization under this general permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.
2. **Applicability of this general permit shall be evaluated with reference to Federal jurisdictional boundaries.** Applicants are responsible for ensuring that the boundaries used satisfy the federal criteria defined at 33 CFR 328-329.
3. **Minimal Effects.** Projects authorized by this general permit shall have minimal individual and cumulative adverse environmental impacts as determined by the Corps.

4. **Discretionary Authority.** Notwithstanding compliance with the terms and conditions of this permit, the Corps of Engineers retains discretionary authority to require review for an individual permit based on concerns for the aquatic environment or for any other factor of the public interest. This authority is invoked on a case-by-case basis whenever the Corps determines that the potential consequences of the proposal warrant individual review based on the concerns stated above. This authority may be invoked for projects with cumulative environmental impacts that are more than minimal or if there is a special resource or concern associated with a particular project that is not already covered by the remaining conditions of the PGP and that warrants greater review.

Whenever the Corps notifies an applicant that an individual permit may be required, authorization under this general permit is void and no work may be conducted until the individual Corps permit is obtained or until the Corps notifies the applicant that further review has demonstrated that the work may proceed under this general permit.

5. **Single and Complete Projects.** This general permit shall not be used for piecemeal work and shall be applied to single and complete projects. All components of a single project and/or all planned phases of multi-phased projects shall be treated together as constituting one single and complete project (e.g., subdivisions should include all work such as roads, utilities, and lot development). This general permit shall not be used for any activity that is part of an overall project for which an individual permit is required.

NATIONAL CONCERNS:

6. **St. John/St. Croix Rivers.** This covers work within the Saint John and Saint Croix River basins that requires approval of the International Joint Commission. This includes any temporary or permanent use, obstruction or diversion of international boundary waters which could affect the natural flow or levels of waters on the Canadian side of the line, as well as any construction or maintenance of remedial works, protective works, dams, or other obstructions in waters downstream from boundary waters when the activity could raise the natural level of water on the Canadian side of the boundary.
7. **Historic Properties.** Any activity authorized by this general permit shall comply with Section 106 of the National Historic Preservation Act. Information on the location and existence of historic resources can be obtained from the Maine Historic Preservation Commission and the National Register of Historic Places. Federally recognized tribes (Penobscots, Passamaquoddys, Micmacs, and Maliseets) may know of the existence of other sites that may be of significance to their tribes. See page 14 for historic properties contacts.

Applicants with projects which will undergo the screening process (Category II) shall submit a copy of their application materials, with the name and address of the applicant clearly indicated, to the Maine Historic Preservation Commission, 55 Capitol Street, State House Station 65, Augusta, Maine 04333, and to the applicable tribe(s) to be reviewed for the presence of historic and/or archaeological resources in the permit area that may be affected by the proposed work. The Corps will then be notified by the Commission and/or

Tribe within 10 days if there are State and/or tribal concerns that the proposed work will have an effect on historic resources. The applicant should include with their application to the State or the Corps either a copy of their cover letter or a statement of having sent their application material to the Commission and Tribe(s).

If the permittee, either prior to construction or during construction of the work authorized herein, encounters a previously unidentified archaeological or other cultural resource, within the area subject to Department of the Army jurisdiction, that might be eligible for listing in the National Register of Historic Places, he/she shall stop work and immediately notify the District Engineer and the Maine Historic Preservation Commission and/or applicable Tribe(s).

8. **National Lands.** Activities authorized by this general permit shall not impinge upon the value of any National Wildlife Refuge, National Forest, or any area administered by the National Park Service.
9. **Endangered Species.** No activity is authorized under this general permit which
 - may affect a threatened or endangered species or a species proposed for such designation as identified under the Federal Endangered Species Act (ESA),
 - is likely to destroy or adversely modify the critical habitat or proposed critical habitat of such species,
 - would result in a 'take' of any threatened or endangered species of fish or wildlife, or
 - would result in any other violation of Section 9 of the ESA protecting threatened or endangered species of plants.

Applicants shall notify the Corps if any listed species or critical habitat, or proposed species or critical habitat, is in the vicinity of the project and shall not begin work until notified by the District Engineer that the requirements of the Endangered Species Act have been satisfied and that the activity is authorized. Information on the location of threatened and endangered species and their critical habitat can be obtained from the U.S. Fish and Wildlife Service and National Marine Fisheries Service (addresses attached, page 14).

10. **Essential Fish Habitat.** As part of the PGP screening process, the Corps will coordinate with the National Marine Fisheries Service (NMFS) in accordance with the 1996 amendments to the Magnuson-Stevens Fishery and Conservation Management Act to protect and conserve the habitat of marine, estuarine and anadromous finfish, mollusks, and crustaceans. This habitat is termed "essential fish habitat (EFH)", and is broadly defined to include "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity." Applicants may be required to describe and identify potential impacts to EFH based upon the location of the project, the activity proposed, and the species present. Conservation recommendations made by NMFS will normally be included as a permit requirement by the Corps. Information on the location of EFH can be obtained from the NMFS regulations (50 CFR Part 600) (address listed on page 14) and on their web site (<http://www.nero.nmfs.gov/ro/doc/webintro.html>).

The EFH designation for Atlantic salmon includes all aquatic habitats in the watershed of the following rivers and streams, including all tributaries to the extent that they are currently or were historically accessible for salmon migration:

St. Croix River	Pleasant River	Union River
Boyden River	Narraguagus River	Ducktrap River
Dennys River	Tunk Stream	Sheepscot River
Hobart Stream	Patten Stream	Kennebec River
Aroostook River	Orland River	Androscoggin River
East Machias River	Penobscot River	Presumpscot River
Machias River	Passagassawaukeag River	Saco River

11. **Wild and Scenic Rivers.** Any activity that occurs in a component of, or within 0.25 mile up or downstream of the main stem or tributaries of a river segment of the National Wild and Scenic River System, **must be reviewed by the Corps under the procedures of Category II of this general permit regardless of size of impact.** This condition applies to both designated wild and scenic rivers and rivers designated by Congress as study rivers for possible inclusion while such rivers are in an official study status. The Corps will consult with the National Park Service (NPS) with regard to potential impacts of the proposed work on the resource values of the Wild and Scenic River. The culmination of this coordination will be a determination by the NPS and the Corps that the work: (1) may proceed as proposed; (2) may proceed with recommended conditions; or (3) could pose a direct and adverse effect on the resource values of the river and an individual permit is required. If preapplication consultation between the applicant and the NPS has occurred whereby the NPS has made a determination that the proposed project is appropriate for authorization under this PGP (with respect to wild and scenic river issues), this determination should be furnished to the Corps with submission of the application. The address of the NPS can be found on Page 14 of this permit. *National Wild/Scenic Rivers System (Designated River in Maine) as of 5/2/00: Allagash River beginning at Telos Dam continuing to Allagash checkpoint at Eliza Hole Rapids, approximately 3 miles upstream of the confluence with the St. John River. Length = 92 miles*
12. **Federal Navigation Project.** Any structure or work that extends closer to the horizontal limits of any Corps navigation project than a distance of three times the project's authorized depth (see attached map following page 16 for locations of these projects) shall be subject to removal at the owner's expense prior to any future Corps dredging or the performance of periodic hydrographic surveys.
13. **Navigation.** There shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein and no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized herein.

The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure

or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

14. **Federal Liability.** In issuing this permit, the Federal Government does not assume any liability for the following: (a) damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes; (b) damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest; (c) damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit; (d) design or construction deficiencies associated with the permitted work; (e) damage claims associated with any future modification, suspension, or revocation of this permit.

MINIMIZATION OF ENVIRONMENTAL IMPACTS:

15. **Minimization.** Discharges of dredged or fill material into waters of the United States shall be avoided and minimized to the maximum extent practicable, regardless of review category.
16. **Work in Wetlands.** Heavy equipment working in wetlands shall be avoided if possible, and **if required, shall be placed on mats or other measures taken** to minimize soil and vegetation disturbance. Disturbed areas in wetlands shall be restored to preconstruction contours and conditions upon completion of the work.
17. **Temporary Fill.** Temporary fill in waters and wetlands authorized by this general permit (e.g., access roads, cofferdams) shall be properly stabilized during use to prevent erosion. Temporary fill in wetlands shall be placed on geotextile fabric laid on existing wetland grade. Temporary fills shall be disposed of at an upland site, suitably contained to prevent erosion and transport to a waterway or wetland. Temporary fill areas shall be restored to their approximate original contours but not higher. No temporary fill shall be placed in waters or wetlands unless specifically authorized by the Corps.
18. **Sedimentation and Erosion Control.** Adequate sedimentation and erosion control management measures, practices and devices, such as phased construction, vegetated filter strips, geotextile silt fences or other devices, shall be installed and properly maintained to reduce erosion and retain sediment on-site during and after construction. They shall be capable of preventing erosion, of collecting sediment, suspended and floating materials, and of filtering fine sediment. These devices shall be removed upon completion of work and the disturbed areas shall be stabilized. The sediment collected by these devices shall be removed and placed at an upland location in a manner that will prevent its later erosion into a waterway or wetland. All exposed soil and other fills shall be permanently stabilized at the earliest practicable date.

19. **Waterway Crossings.**

- (a) All temporary and permanent crossings of waterbodies shall be suitably culverted, bridged, or otherwise designed to withstand and to prevent the restriction of high flows, to maintain existing low flows, and to not obstruct the movement of aquatic life indigenous to the waterbody beyond the actual duration of construction.
- (b) Temporary bridges, culverts, or cofferdams shall be used for equipment access across streams (NOTE: areas of fill and/or cofferdams must be included in total waterway/wetlands impacts to determine applicability of this general permit).
- (c) For projects that otherwise meet the terms of Category I, instream construction work shall be conducted during the low flow period July 15 - October 1 in any year. Projects that are not to be conducted during that time period are ineligible for Category I and shall be screened pursuant to Category II, regardless of the waterway and wetland fill and/or impact area.

20. **Discharge of Pollutants.** All activities involving any discharge of pollutants into waters of the United States authorized under this general permit shall be consistent with applicable water quality standards, effluent limitations, standards of performance, prohibitions, and pretreatment standards and management practices established pursuant to the Clean Water Act (33 U.S.C. 1251) and applicable state and local laws. If applicable water quality standards, limitations, etc., are revised or modified during the term of this permit, the authorized work shall be modified to conform with these standards within six months of the effective date of such revision or modification, or within a longer period of time deemed reasonable by the District Engineer in consultation with the Regional Administrator of the Environmental Protection Agency. Applicants may presume that state water quality standards are met with issuance of the 401 Water Quality Certification.

21. **Spawning Areas.** Discharges into known 1) fish and shellfish spawning or nursery areas; and 2) amphibian and waterfowl breeding areas, during spawning or breeding seasons shall be avoided, and impacts to these areas shall be avoided or minimized to the maximum extent practicable during all times of year.

22. **Storage of Seasonal Structures.** Coastal structures such as pier sections and floats that are removed from the waterway for a portion of the year shall be stored in an upland location located above mean high water and not in tidal marsh.

23. **Environmental Values.** The permittee shall make every reasonable effort to carry out the construction or operation of the work authorized herein in a manner so as to maintain as much as is practicable, and to minimize any adverse impacts on, existing fish and wildlife and natural environmental values.

24. **Protection of Vernal Pools.** Impacts to uplands in proximity (within 500 feet) to the vernal pools referenced in DEFINITIONS OF CATEGORIES shall be minimized to the maximum extent possible.

PROCEDURAL CONDITIONS:

25. **Cranberry Development Projects.** For Cranberry development projects authorized under the PGP, the following conditions apply:
1. If a cranberry bog is abandoned for any reason, the area must be allowed to convert to natural wetlands unless an individual permit is obtained from the Corps of Engineers allowing the discharge of fill for an alternate use.
 2. No stream diversion shall be allowed under this permit.
 3. No impoundment of perennial streams shall be allowed under this permit.
 4. The project shall be designed and constructed to not cause flood damage on adjacent properties.
26. **Inspections.** The permittee shall permit the District Engineer or his authorized representative(s) to make periodic inspections at any time deemed necessary in order to ensure that the work is being performed in accordance with the terms and conditions of this permit. The District Engineer may also require post-construction engineering drawings for completed work, and post-dredging survey drawings for any dredging work. **To facilitate these inspections, the attached work notification form should be filled out and returned to the Corps for all Category II projects.**
27. **Maintenance.** The permittee shall maintain the work or structures authorized herein in good condition, including maintenance, to ensure public safety. Dredging projects: note that this does not include maintenance of dredging projects. Maintenance dredging is subject to the review thresholds described on the attached DEFINITION OF CATEGORIES sheets and/or any conditions included in a written Corps authorization.
28. **Property Rights.** This permit does not convey any property rights, either in real estate or material, or any exclusive privileges, nor does it authorize any injury to property or invasion of rights or any infringement of federal, state, or local laws or regulations. **If property associated with work authorized by the PGP is sold, the PGP authorization is automatically transferred to the new property owner. The new property owner should provide this information to the Corps in writing. No acknowledgement from the Corps is necessary.**
29. **Modification, Suspension, and Revocation.** This permit may be either modified, suspended, or revoked, in whole or in part, pursuant to the policies and procedures of 33 CFR 325.7 and any such action shall not be the basis for any claim for damages against the United States.
30. **Restoration.** The permittee, upon receipt of a notice of revocation of authorization under this permit, shall restore the wetland or waterway to its former condition without expense to the United States and as directed by the Secretary of the Army or his authorized representative. If the permittee fails to comply with such a directive, the Secretary or his designee may restore the wetland or waterway to its former condition, by contract or otherwise, and recover the cost from the permittee.

31. **Special Conditions.** The Corps, independently or at the request of the Federal Resource Agencies, may impose other special conditions on a project authorized pursuant to this general permit that are determined necessary to minimize adverse environmental effects or based on any other factor of the public interest. Failure to comply with all conditions of the authorization, including special conditions, will constitute a permit violation and may subject the permittee to criminal, civil, or administrative penalties or restoration.
32. **False or Incomplete Information.** If the Corps makes a determination regarding the eligibility of a project under this permit and subsequently discovers that it has relied on false, incomplete, or inaccurate information provided by the permittee, the permit shall not be valid and the government may institute appropriate legal proceedings.
33. **Abandonment.** If the permittee decides to abandon the activity authorized under this general permit, unless such abandonment is merely the transfer of property to a third party, he/she must restore the area to the satisfaction of the District Engineer.
34. **Enforcement cases.** This general permit does not apply to any existing or proposed activity in Corps jurisdiction associated with an on-going Corps of Engineers or Environmental Protection Agency enforcement action until such time as the enforcement action is resolved or the Corps determines that the activity may proceed independently without compromising the enforcement action. The Corps may choose not to accept applications or issue permits to any applicant with outstanding violations.
35. **Emergency situations.** This PGP can be used to authorize the repair, rehabilitation, or replacement of those structures destroyed by storms, floods, fire or other discrete unexpected and catastrophic event. In such situations and if the work exceeds Category I limitations, if applicant applies to the Corps within 30 days of the event, the Corps will attempt to contact the resource agencies for their approvals but, if unable to contact them, will issue an emergency permit and review them after-the-fact with the agencies at the next joint processing meeting. Proposed work submitted more than 30 days after the emergency will go through the standard PGP procedures.

DURATION OF AUTHORIZATION/GRANDFATHERING:

36. **Duration of Authorization.** Activities authorized under this general permit that have commenced (i.e., are under construction) or are under contract to commence in reliance upon this authorization will remain authorized provided the activity is completed within twelve months of the date of the general permit's expiration, modification, or revocation, unless discretionary authority has been exercised on a case-by-case basis to modify, suspend, or revoke the authorization in accordance with 33 CFR 325.2 (e)(2). Activities completed under the authorization of the general permit that was in effect at the time the activity was completed will continue to be authorized by the general permit.

37. Previously Authorized Activities.

- (a) Activities which have commenced (i.e., are under construction or are under contract to commence) prior to the issuance date of this general permit, in reliance upon the terms and conditions of the non-reporting category of the previous Maine PGP shall remain authorized provided the activity is completed within twelve months of the date of issuance of this general permit, unless discretionary authority has been exercised on a case-by-case basis to modify, suspend, or revoke the authorization in accordance with special condition 4. The applicant must be able to document to the Corps satisfaction that the project was under construction or contract by the appropriate date.
- (b) Projects that have received written verification or approval from the Corps, based on applications made to the Corps prior to issuance of this general permit, for the previous Maine SPGP and PGP, Nationwide permits, regional general permits, or letters of permission shall remain authorized as specified in each authorization.
- (c) This general permit does not affect activities authorized pursuant to 33 CFR Part 330.3 (activities occurring before certain dates).

{PRIVATE}DISTRICT
ENGINEER_____

DATE_____

CONTACTS FOR MAINE PROGRAMMATIC GENERAL PERMIT:

U.S. Army Corps of Engineers
Maine Project Office
675 Western Avenue #3
Manchester, Maine 04351
207-623-8367
Fax # 207-623-8206

Federal Endangered Species
U.S. Fish and Wildlife Service
Maine Field Office
1033 South Main Street
Old Town, Maine 04468
207-827-5938
Fax # 207-827-6099

Wild and Scenic Rivers
National Park Service
North Atlantic Region
15 State Street
Boston, MA 02109
617-223-5203

Maine Historic Preservation Commission
55 Capitol Street
State House Station 65
Augusta, Maine 04333
207-287-2132
Fax # 207-287-2335

Aroostook Band of Micmacs
P.O. Box 772
Presque Isle, Maine 04769
207-764-1972
Fax # 207-764-7667

Passamaquoddy Tribe of Indians
Pleasant Point Reservation
Attn: Tribal Council
P.O. Box 343
Perry, Maine 04667
207-853-2600
Fax # 207-853-6039

*Federal Endangered Species and Essential
Fish Habitat*
National Marine Fisheries Service
One Blackburn Drive
Gloucester, Massachusetts 01939
978-281-9102
Fax # 978-281-9301

Houlton Band of Maliseet Indians
Attn: Brenda Commander, Tribal Chief
Route 3 – Box 450
Houlton, Maine 04730
207-532-4273
Fax # 207-532-2660

Passamaquoddy Tribe of Indians
Indian Township Reservation
Attn: Donald Soctomah
P.O. Box 301
Princeton, Maine 04668
207-796-2301
Fax # 207-796-5256

Penobscot Indian Nation
Richard Hamilton, Chief
6 River Road
Indian Island Reservation
Old Town, Maine 04468
(207) 827-7776
Fax # 207-827-1137

*Maine Department of Environmental Protection
(For State Permits and Water Quality
Certifications)*

Natural Resources Division
Bureau of Land and Water Quality Control
State House Station 17
Augusta, Maine 04333
207-287-2111

Southern Maine Regional Office
312 Canco Road
Portland, Maine 04103
201-822-6300

Eastern Maine Regional Office
106 Hogan Road
Bangor, Maine 04401
207-941-4570

Northern Maine Regional Office
1235 Central Drive
Skyway Park
Presque Isle, Maine 04769
207-764-0477

*Maine Land Use Regulation Commission (LURC)
offices*

22 State House Station
Augusta, ME 04333-0022
207-287-2631
800-452-8711 (call to obtain appropriate LURC
office)
Fax # 207-287-7439

45 Radar Road
Ashland, ME 04732-3600
207-435-7963
Fax # 207-435-7184

Lakeview Drive
P.O. Box 1107
Greenville, ME 04441
207-695-2466
Fax # 207-695-2380

191 Main Street
East Millinocket, ME 04430
207-746-2244
Fax # 207-746-2243

(For CZM Determinations)

State Planning Office
Coastal Program
184 State Street
State House Station 38
Augusta, Maine 04333
207-287-1009

*Maine Department of Marine Resources
(For Aquaculture Leases)*
McKown Point
Boothbay Harbor, Maine 04575
207-633-9500

(For Submerged Lands Leases)

Maine Department of Conservation
Bureau of Parks and Lands
22 State House Station
207-287-3061

A. INLAND WETLANDS (WATERS OF THE U.S.)¹	CATEGORY I	CATEGORY II	INDIVIDUAL PERMIT
(a) NEW FILL/ EXCAVATION DISCHARGES	<p>Less than 4,300 sf inland waterway and/or wetland fill and secondary impacts (e.g., areas drained, flooded or cleared).</p> <p>-- Includes projects covered by a State Tier One permit with no cumulative impacts over 15,000 sf in inland wetlands from previous permits, unauthorized work, and/or other state permits.</p> <p>--Includes crossing of perennial waterways designated as Essential Fish Habitat (EFH) for Atlantic salmon² if the waterway is crossed with a span and footprints of the span abutments are outside ordinary high water with no more than 4,300 sf of associated wetland impact.</p> <p>--Includes in-stream work of up to 4,300 sf of fill below ordinary high water in waterways not designated as EFH for Atlantic salmon² and performed in accordance with Maine Permit By Rule standards or a LURC permit.</p>	<p>4,300 sf to 3 acres inland waterway and/or wetland fill and secondary impacts (e.g., areas drained, flooded or cleared).</p> <p>--Impact area includes all temporary and permanent fill and excavation discharges except for incidental fallback.</p> <p>--Includes in-stream work, including crossings (other than spanned crossing as described in Category I) with any discharge of fill below ordinary high water in perennial waterways designated as EFH for Atlantic salmon².</p> <p>--Time of year restrictions determined case-by-case.</p>	<p>Greater than 3 acres inland waterway and/or wetland fill and secondary impacts (e.g., areas drained, flooded or cleared).</p> <p>--Impact area includes all temporary and permanent fill and excavation discharges except for incidental fallback³.</p> <p>In-stream work exceeding Category II limits.</p> <p>If EIS required by the Corps.</p>

¹ Waters of the U.S. in inland rivers, streams, lakes, ponds and wetlands.

² Essential Fish Habitat for Atlantic salmon includes all aquatic habitats in the watersheds of the following rivers and streams, including all tributaries to the extent that they are currently or were historically accessible for salmon migration: St. Croix, Boyden, Dennys, Hobart Stream, Aroostook, East Machias, Machias, Pleasant, Narraguagus, Tunk Stream, Patten Stream, Orland, Penobscot, Passagassawaukeag, Union, Ducktrap, Sheepscot, Kennebec, Androscoggin, Presumpscot, and Saco River.

The larger the impacts, the more likely an individual permit will be required. Projects involving widening, expansion or impacts to degraded or low value wetlands between 1-3 acres may be approved under Category II, subject to the Federal screening. The Corps recognizes and endorses the DEP Tier 2 upper thresholds of 1 acre. Compensatory mitigation is likely to be required at this level of impact.

	CATEGORY I	CATEGORY II	INDIVIDUAL PERMIT
(a) NEW FILL/ EXCAVATION DISCHARGES (continued)	<p>--Impact area includes all temporary and permanent fill and excavation discharges except for incidental fallback.</p> <p>--In-stream work limited to July 15-Oct. 1.</p> <p>--This category excludes situations when a vernal pool of any size may be impacted, in accordance with the ME DEP definition of vernal pool⁴.</p> <p>--This category excludes work within ¼ mile of a Wild and Scenic River⁵.</p> <p>--This category excludes dams, dikes, or activities involving water withdrawal or water diversion.</p> <p>--This category excludes work in National Wildlife Refuges.</p>	Proactive restoration projects with any amount of impact can be reviewed under Category II. The Corps, in consultation with State and Federal agencies, must determine that net adverse effects are not more than minimal.	
(b) BANK STABILIZATION PROJECTS	<p>Inland bank stabilization less than 500 ft. long and less than 1 cy fill per linear foot below ordinary high water in ponds, lakes, and waterways not designated as EFH for Atlantic Salmon², provided there is no wetland fill.</p> <p>--In-stream work limited to July 15-October 1.</p>	<p>--Inland bank stabilization in ponds, lakes, and waterways not designated as EFH for Atlantic salmon² which exceeds Category I limits.</p> <p>--Inland bank stabilization of any size below ordinary high water in waterways designed as EFH for Atlantic salmon².</p> <p>--Other stabilization exceeding Category I.</p>	
(c) REPAIR AND MAINTENANCE OF AUTHORIZED FILLS	Repair or maintenance of existing, currently serviceable, authorized fills with no substantial expansion or change in use.	Replacement of non-serviceable fills, or repair or maintenance of serviceable fills with expansion of any amount up to 1 acre, or with a change in use.	Replacement of non-serviceable fills, or repair or maintenance of serviceable fills with greater than 1 acre of expansion.

⁴ Vernal Pool: Naturally-occurring, or intentionally created for the purposes of compensatory mitigation, temporary to permanent bodies of water occurring in shallow depressions that fill during the spring and fall and may dry during the summer. Vernal pools have no permanent or viable populations of predatory fish. Vernal pools provide the primary breeding habitat for wood frogs, spotted salamanders, blue-spotted salamanders, and fairy shrimp, and provide habitat for other wildlife including several endangered and threatened species.

⁵ National Wild/Scenic Rivers System (Designated River in Maine): Allagash River beginning at Telos Dam continuing to Allagash checkpoint at Eliza Hole Rapids, approximately 3 miles upstream of the confluence with the St. John River. Length = 92 miles

B. TIDAL WATERS AND NAVIGABLE WATERS⁶	CATEGORY I	CATEGORY II	INDIVIDUAL PERMIT
(a) FILL		<p>Up to 1 acre waterway or wetland fill and secondary impacts (e.g., areas drained, flooded or cleared). Includes temporary and permanent waterway fill.</p> <p>--Temporary tidal marsh impacts up to 1 acre.</p> <p>--Permanent tidal marsh, mudflat, or vegetated shallows⁷ fill up to 1,000 sf.</p> <p>-- Proactive restoration projects with any amount of impact can be reviewed under Cat. II. The Corps, in consultation with State and Federal agencies, must determine that net adverse effects are not more than minimal.</p>	<p>Greater than 1 acre waterway fill and secondary impacts (e.g., areas drained, flooded or cleared). Includes temporary and permanent waterway fill.</p> <p>--Temporary tidal marsh impacts over 1 acre.</p> <p>--Permanent tidal marsh, mudflat, or vegetated shallows⁶ fill over 1,000 sf.</p>
(b) REPAIR AND MAINTENANCE WORK	<p>Repair or maintenance of existing, currently serviceable, authorized structure or fill with no substantial expansion or change in use.</p> <p>--Work must be in same footprint as original structure or fill.</p>	<p>Repair or replacement of any non-serviceable structure or fill, or repair or maintenance of serviceable fills, with expansion of any amount up to 1 acre, or with a change in use.</p>	<p>Replacement of non-serviceable structures or fill or repair or maintenance of serviceable structures or fill with expansion greater than 1 acre.</p>

⁶ Navigable Waters: waters that are subject to the ebb and flow of the tide and Federally designated navigable waters (Penobscott River to Medway, Kennebec River to Moosehead Lake, and the portion of Umbagog Lake in Maine).

⁷ Vegetated Shallows: subtidal areas that support rooted aquatic vegetation such as eelgrass.

	CATEGORY I	CATEGORY II	INDIVIDUAL PERMIT
(c) DREDGING	<p>Maintenance dredging of less than 1,000 cy with upland disposal.</p> <p>--Proper siltation controls used</p> <p>--Limited to work between November 1 and January 15</p> <p>--No impact to special aquatic sites⁸.</p>	<p>Maintenance dredging of greater than 1,000 cy, new dredging of up to 25,000 cy, or projects that do not meet Category I. Disposal includes upland, open water or beach nourishment (above mean high water), only if material is determined suitable.</p>	<p>Maintenance dredging (any amount) in or affecting special aquatic sites⁷.</p> <p>See B(a) above for dredge disposal in wetlands or waters.</p> <p>New dredging greater than 25,000 cy or any amount in or affecting special aquatic sites⁷.</p>
(d) MOORINGS	<p>--Private, non-commercial, non-rental single boat moorings not associated with any boating facility⁹ provided not located in a Federal Navigation Project, there is no interference with navigation, it is not located in vegetated shallows⁶, and it is within ¼ mile of the owner's residence or a public access point¹⁰.</p> <p>--Minor relocation of previously authorized moorings and moored floats consistent with Harbormaster recommendations, provided it is also consistent with local regulations, is not located in vegetated shallows, and does not interfere with navigation.</p>	<p>Moorings that do not meet the terms of Category I (e.g., rental or service moorings) and moorings that meet the terms of Category I that are located in a Federal anchorage.</p>	<p>Moorings within the horizontal limits, or with moored vessels that extend, into the horizontal limits of a Federal Navigation Project, except those in Federal anchorages under Category II.</p>

⁸ Special Aquatic Sites: include wetlands and salt marsh, mudflats, riffles and pools, and vegetated shallows.

⁹ Boating Facilities: facilities that provide, rent, or sell mooring space, such as marinas, yacht, clubs, boat yards, town facilities, dockominiums, etc.

¹⁰ Cannot be at a remote location to create a convenient transient anchorage.

	CATEGORY I	CATEGORY II	INDIVIDUAL PERMIT
(e) PILE-SUPPORTED STRUCTURES AND FLOATS	Reconfiguration of existing authorized docks, provided structures are not positioned over vegetated shallows ⁶ or salt marsh and provided floats are supported off substrate at low tide. No dredging, additional slips or expansion allowed.	Private piers and floats for navigational access to waterway (seasonal and permanent).	Structures, piers or floats that extend, or with docked/moored vessels that extend, into the horizontal limits of a Federal Navigation Project. Structures, including piers and floats, associated with a new or previously unauthorized boating facility ⁸ .
(f) MISCELLANEOUS	<p>--Temporary buoys, markers, floats, etc., for recreational use during specific events, provided they are removed within 30 days after use is discontinued.</p> <p>--Coast Guard approved aids to navigation.</p> <p>--Oil spill clean-up temporary structures or fill.</p> <p>--Fish/wildlife harvesting structures/fill (as defined by 33 CFR 330, App. A-4)</p> <p>--Scientific measurement devices and survey activities such as exploratory drilling, surveying or sampling.</p> <p>--Shellfish seeding (brushing the flats) projects¹¹</p> <p>--Does <u>not</u> include oil or gas exploration and fills for roads or construction pads.</p> <p>--This category excludes work in National Wildlife Refuges.</p>	<p>--Structures or work in or affecting tidal or navigable waters that are not defined under any of the previous headings. Includes, but is not limited to, utility lines, aerial transmission lines, pipelines, outfalls, boat ramps, bridge fills/abutments, etc.</p> <p>--Shellfish/finfish (other than Atlantic salmon), or other aquaculture facilities which are consistent with the Corps revised standard siting requirements and standard permit conditions dated 7/6/94, or as revised.</p>	If EIS required by Corps.

¹¹ Brushing the flats: the placement of tree boughs, wooden lath structures, or small-mesh fencing on mudflats for the purpose of enhancing recruitment of soft-shell clams (*Mya arenaria*).